



# Newport News Composite Squadron

August 2012 Safety Briefing

7 Aug 12





# Overview

- Safety Education Reminders
- August Safety Beacon
  - Weather Safety: Hurricanes
  - Sun Safety
  - Fly like a fighter: Engine shutdown
  - Getting Your Vehicle Ready for Summer
  - Wildfires
  - FAA Safety Team: What does roger really mean?
- Other Stuff



# Safety Education Reminders

- Active members are required to **complete safety education monthly and have it documented**. Documentation required for participation in activities. SAREX safety briefings **don't** count (ORM based).
- **Operational Risk Safety Briefings are mandatory**. Documentation not required (yet).
- **All current members** must complete, *Introduction to CAP Safety for New Members, ASAP (Prior to any other CAP activity)*.
- Online Safety Education
- Safety Alerts, Safety Suggestions – Online
- Improvement/Hazard Reports - CAP Form 26 has been phased out
- CAP Form 78 – Online Mishap Notification
- FAA Form 8740-5
- Pre-existing Conditions
- Cadet Medications
- **Individuals must be aware of their safety education currency.**



# CAP SMS Page

## CAP - Safety Management System(SMS)

eServices | Sign Out | Jeffrey A. Rowell

### About SMS

Overview

### Home

Home

### Education

Education Validation  
Log Safety Education  
Online Education

### Misc

Aircraft Ground Handling  
Check Safety Currency  
File Hazard Report  
Member Search  
Reports  
Safety Day/ORM Report

### Safety Mishap

File New Mishap(1)  
Manage Mishap Report  
Statement Entry  
Update New Mishap(2)

### Survey

Safety Survey

### References

Regulation(R62-1)  
Regulation(R62-2)  
Safety Alerts  
Safety Resources

### Documentation

Tutorials

## CAP - Safety Management System(SMS)



# SAFETY MANAGEMENT SYSTEM (SMS)



	<b>SAFETY RESOURCES</b>		<b>SAFETY REGULATION (R62-1)</b>		<b>SAFETY REGULATION (R62-2)</b>
	<b>ONLINE SAFETY EDUCATION</b>		<b>EDUCATION VALIDATION</b>		<b>LOG SAFETY EDUCATION</b>
	<b>FILE HAZARD REPORT</b>		<b>SAFETY SURVEY</b>		<b>STATEMENT ENTRY</b>
	<b>FILE NEW MISHAP (1)</b>		<b>UPDATE NEW MISHAP (2)</b>		<b>MANAGE MISHAP REPORT</b>
	<b>MAINTENANCE MANAGEMENT</b>		<b>REPORTS</b>		<b>SAFETY ALERTS</b>
	<b>CHECK SAFETY CURRENCY</b>		<b>MISHAP/FORM 5 HISTORY</b>		<b>AIRCRAFT GROUND HANDLING</b>

**CIVIL AIR PATROL**  
UNITED STATES AIR FORCE AUXILIARY

**CITIZENS SERVING COMMUNITIES**



# Safety Courses

<b>Elective Monthly Education Courses</b>	<b>Passing Score</b>	<b>Status</b>	
<a href="#">Downed Power Lines</a>	80	<b>PASSED</b>	<a href="#">Certificate</a>
<a href="#">Hurricane Preparedness and Awareness</a>	80	<b>PASSED</b>	<a href="#">Certificate</a>
<a href="#">Flooding</a>	80	<b>PASSED</b>	<a href="#">Certificate</a>
<a href="#">Winter Driving Safety</a>	80	<b>PASSED</b>	<a href="#">Certificate</a>
<a href="#">Wind Chill Index</a>	80	<b>NOT TAKEN</b>	Certificate
<a href="#">Spatial Disorientation</a>	80	<b>NOT TAKEN</b>	Certificate
<a href="#">Fundamental of Fire Extinguisher Training</a>	80	<b>NOT TAKEN</b>	Certificate
<a href="#">Geotagging</a>	80	<b>NOT TAKEN</b>	Certificate
<a href="#">National Safety Officer Brief - Winter Board 2011</a>	80	<b>NOT TAKEN</b>	Certificate
<a href="#">Hydration</a>	80	<b>PASSED</b>	<a href="#">Certificate</a>
<a href="#">Lightning Safety</a>	80	<b>NOT TAKEN</b>	Certificate
<a href="#">Bird Strikes</a>	80	<b>NOT TAKEN</b>	Certificate
<a href="#">Axes, Knives, and Saws</a>	80	<b>NOT TAKEN</b>	Certificate
<a href="#">FY11 Analysis and Recommendations</a>	80	<b>NOT TAKEN</b>	Certificate



# Safety Beacon

## Weather Safety: Hurricanes

- Locate official shelters
- Check emergency equipment
- Buy food that will keep
- Store drinking water
- Stock up on supplies
- Fuel & service vehicles
- Turn off propane
- Turn fridge to max cold
- Fill bathtub with water
- Close all interior doors & brace exterior doors
- Be alert for tornadoes & the calm "eye" of the storm

### TERMS TO KNOW

**Hurricane Watch:** Hurricane conditions are possible within the specified coastal area. Because hurricane preparedness activities become difficult once winds reach tropical storm force, the hurricane watch is issued 48 hours in advance of the anticipated onset of tropical-storm-force winds.

**Hurricane Warning:** Hurricane conditions are expected in the specified area of the warning. Because hurricane preparedness activities become difficult once winds reach tropical storm force, the hurricane warning is issued 36 hours in advance of the anticipated onset of tropical-storm-force winds.

**Tropical Storm Watches and Warnings:** Take these alerts seriously. Although Tropical Storms have lower wind speeds than hurricanes, they often bring life-threatening flooding and dangerous winds. Take precautions!



# Safety Beacon

## Sun Safety – Save your Skin

- Skin cancer is on the rise in the US
- 2012 American Cancer Society 76,250 new cases of malignant melanoma –most serious form of skin cancer
- Reduce time in the sun between 1000-1400
- Up to 80% of UV rays get through clouds
- Wear wide-brimmed hat, long sleeves & pants
- Sunscreen – SPF 15 or more, broad spectrum
- Apply 15 minutes before going out
- Reapply every 2 hours
- Wear sunglasses - Labeled 99-100% UV protection



# Safety Beacon

## Fly like a fighter: Engine shutdown

### Scenario

- Pilot took off in F-15 – right oil pressure really low
- Turned back to base, shut down right engine
- Overhauled engine was never filled with oil

### Lessons

- Check the oil
- Believe your gauges
- Stay current with emergency procedures
- Practice simulated engine out



# Safety Beacon

## Getting Your Vehicle Ready for Summer

- Air conditioning – marginal system will fail in hot weather
- Cooling system – overheating causes most of summer breakdowns
- Never remove radiator cap until engine has cooled
- Hoses & Belts – check for cracks
- Oil – change as recommended
- Engine performance – replace filters as recommended
- Windshield wipers, lights, tires, brakes, battery – check and replace as required
- Emergencies – carry basic tools, first aid kit, flares, flashlight



# Safety Beacon

## Wildfires

### Before a Wildfire

- Build an emergency kit & make a family comm plan
- Keep tools handy – have a ladder to reach roof
- Plan water needs & have hose to reach entire home

### During a Wildfire

- If advised to evacuate – leave
- Wear protective clothing when outside
- Put lawn sprinklers on roof & above ground fuel tanks
- Disconnect garage doors in case power goes out

### After a Wildfire

- Remain alert & recheck for smoke/sparks around house



# Safety Beacon

## What Does Roger Really Mean?

- Roger only means that someone heard what was said – it does not give authority to do something

### Scenario

- Pilots blew tire taxiing which included crossing a runway
- Ask to inspect it – tower authorized
- Pilot came back on freq & reported tire had come apart
- Tower ask intentions – pilot replied he couldn't move aircraft requested to go to an FBO
- Tower responded – "Roger", pilot – "Thank you"
- Pilots observed walking toward runway that had inbound aircraft that was cleared to land



# Extra Stuff

## Concussions

- According to CDC – 3.8 million athletes sustain concussions every year
- Nationwide ER visits for concussions increased 62% between 2001 and 2009
- Dr Jeff Mjaanes, Mike Overturf & Jim Osborne will present free webinar “Tackling Concussions”
- 7 p.m. Thursday, Aug 9
- [www.rushortho.com](http://www.rushortho.com) for more information
- Register at [www.gotomeeting.com/register/975294288](http://www.gotomeeting.com/register/975294288)



# Until Next Month

- Discover, report, stop, share, listen, and learn. The things we have read about in this issue already have happened, so you are not allowed to experience these for yourself. **Remember to "Knock It Off" and slow down.** For streaming dialogues on some subjects, remember CAP Safety is on Facebook and Twitter. Have a good month.





# Safety Beacon



Official Safety Newsletter OF The Civil Air Patrol

August 2012

## BEACON NEWSLETTER TEAM

LT COL SHARON WILLIAMS

LT COL VAN DON WILLIAMS

MAJOR JAMES RIDLEY, SR.

### Inside this Issue

Page

### Republished Articles

Weather Safety: Hurricanes 1-2

Sun Safety 3-4

Fly like a Fighter 5-6

Getting Your Vehicle Ready for Summer 7-8

Wild Fires 9-12

Safer Skies Through Education 13

Region Safety Officers 14

Col Robert Diduch CAP/SE  
[safety@capnhq.gov](mailto:safety@capnhq.gov)

Col Robert Alex  
Asst CAP/SE Ground Operations  
[safety@capnhq.gov](mailto:safety@capnhq.gov)

Lt Col Bruce Brown  
Asst CAP/SE Education/Cadet Programs  
[safety@capnhq.gov](mailto:safety@capnhq.gov)

Lt Col Dennis R. Bannon  
Asst CAP/SE Mishap Reviews  
[safety@capnhq.gov](mailto:safety@capnhq.gov)

Lt Col Eric Shappee  
Asst CAP/SE Aircraft Operations  
[safety@capnhq.gov](mailto:safety@capnhq.gov)

Mr. Frank Jirik  
Safety, NHQ/SE  
[safety@capnhq.gov](mailto:safety@capnhq.gov)



## Before the Hurricane Season

- ▶ Determine safe evacuation routes inland.
- ▶ Learn location of official shelters.
- ▶ Make emergency plans for pets.
- ▶ Check emergency equipment, such as flashlights, generators and battery-powered NOAA Weather Radio All Hazards and cell phones.
- ▶ Buy food that will keep and store drinking water.
- ▶ Buy plywood or other material to protect your home.
- ▶ Clear loose and clogged rain gutters and downspouts.
- ▶ Trim trees and shrubbery.
- ▶ Decide where to move your boat in an emergency.
- ▶ Review your insurance policy.

## During the Storm

### When in a **Watch** area...

- ▶ Listen frequently to radio, TV or NOAA Weather Radio All Hazards for bulletins of a storm's progress.
- ▶ Fuel and service your vehicles.
- ▶ Inspect and secure mobile home tie-downs.
- ▶ Board up windows in case the storm moves quickly and you have to evacuate.
- ▶ Stock up on batteries, food that will keep, first aid supplies, drinking water and medications.
- ▶ Store lawn furniture and other loose, light-weight objects, such as garbage cans and garden tools.
- ▶ Have cash on hand in case power goes out and ATMs don't work.

### Plan to evacuate if you...

- ▶ Live in a mobile or manufactured home. They are unsafe in high winds no matter how well fastened to the ground.
- ▶ Live on the coastline, an offshore island or near a river or flood plain. In addition to wind, flooding from storm surge waves is a major killer.
- ▶ Live in a high-rise. Hurricane winds can knock out electricity to elevators, break windows and more.

### When in a **Warning** area...

- ▶ Closely monitor radio, TV or NOAA Weather Radio All Hazards for official bulletins.

## TERMS TO KNOW

**Hurricane Watch:** Hurricane conditions are possible within the specified coastal area. Because hurricane preparedness activities become difficult once winds reach tropical storm force, the hurricane watch is issued 48 hours in advance of the anticipated onset of tropical-storm-force winds.

**Hurricane Warning:** Hurricane conditions are expected in the specified area of the warning. Because hurricane preparedness activities become difficult once winds reach tropical storm force, the hurricane warning is issued 36 hours in advance of the anticipated onset of tropical-storm-force winds.

**Tropical Storm Watches and Warnings:** Take these alerts seriously. Although Tropical Storms have lower wind speeds than hurricanes, They often bring life-threatening flooding and dangerous winds. Take precautions!

- ▶ Close storm shutters.
- ▶ Follow instructions issued by local officials. **Leave immediately if ordered!**
- ▶ If evacuating, leave as soon as possible. Stay with friends or relatives, at a low-rise inland motel or at a designated public shelter outside the flood zone.
- ▶ **DO NOT** stay in a mobile or manufactured home.
- ▶ Notify neighbors and a family member outside of the warned area of your evacuation plans.
- ▶ Take pets with you if possible, but remember, most public shelters do not allow pets other than those used by the handicapped. Identify pet-friendly motels along your evacuation route.

### If Staying in a Home...

- ▶ Turn refrigerator to maximum cold and keep closed.
- ▶ Turn off utilities if told to do so by authorities.
- ▶ Turn off propane tanks.
- ▶ Unplug small appliances.
- ▶ Fill bathtub and large containers with water in case tap water is unavailable. Use water in bathtubs for cleaning and flushing only. Do NOT drink it.

# Weather Safety: Hurricanes

## If Winds Become Strong...

- ▶ Stay away from windows and doors, even if covered. Take refuge in a small interior room, closet or hallway.
- ▶ Close all interior doors. Secure and brace external doors.
- ▶ If you are in a two story house, go to an interior 1st floor room.
- ▶ If you are in a multi-story building and away from



water, go to the 1st or 2nd floor and stay in the halls or other interior rooms away from windows.

- ▶ Lie on the floor under a table or other sturdy object.

## Be Alert For...

- ▶ Tornadoes: They are often spawned by hurricanes.
- ▶ The calm “eye” of the storm. It may seem like the storm is over but after the eye passes, the winds will change direction and quickly return to hurricane force.

## After the Storm

- ▶ Keep listening to radio, TV or NOAA Weather Radio.
- ▶ Wait until an area is declared safe before entering.
- ▶ Watch for closed roads. If you come upon a barricade or a flooded road, **Turn Around Don't Drown!**<sup>TM</sup>
- ▶ Avoid weakened bridges and washed out roads.
- ▶ Stay on firm ground. Moving water only 6 inches deep can sweep you off your feet. Standing water may be electrically charged from power lines.



## What to Bring to the Shelter

- |   |   |
|---|---|
| • First aid kit                               | • Flashlights                                     |
| • Medicine, prescriptions                     | • Extra batteries                                 |
| • Baby food and diapers                       | • A blanket or sleeping bag for each person       |
| • Games, books, music players with headphones | • Identification                                  |
| • Toiletries                                  | • Copies of key papers such as insurance policies |
| • Battery-powered radio and cell phone        | • Cash, credit card                               |

**REMINDER: If you are told to leave, do so immediately!**

- ▶ Once home, check gas, water and electrical lines and appliances for damage.
- ▶ Use a flashlight to inspect for damage. Never use candles and other open flames indoors.
- ▶ Do not drink or prepare food with tap water until officials say it is safe.
- ▶ If using a generator, avoid electrocution by following manufacturers instructions and standard electric code.

NWS hurricane links, forecasts, assessments:

<http://www.weather.gov/os/hurricane>

NOAA Weather Radio All Hazards:

<http://www.weather.gov/nwr>

National Hurricane Center:

<http://www.nhc.noaa.gov>

Central Pacific Hurricane Center:

<http://weather.gov/cphc>

NOAA Hurricane Website

<http://hurricanes.noaa.gov/>

American Red Cross:

<http://www.redcross.org>

Federal Emergency Management Agency:

<http://www.fema.gov>



# SUN SAFETY

## Save Your Skin!

**S**un safety is never out of season. Summer's arrival means it's time for picnics, trips to the pool and beach—and a spike in the number of sunburns. But winter skiers and fall hikers should be as wary of the sun's rays as swimmers. People who work outdoors need to take precautions, too.

The need for sun safety has become clearer over the past 30 years. Studies show that exposure to the sun can cause skin cancer. Harmful rays from the sun—and from sunlamps and tanning beds—may also cause eye problems, weaken your immune system, and give you skin spots, wrinkles, or “leathery” skin.

Sun damage to the body is caused by invisible ultraviolet (UV) radiation. People recognize sunburn as a type of skin damage caused by the sun. Tanning is also a sign of the skin reacting to potentially damaging UV radiation by producing additional pigmentation that provides it with some—but often not enough—protection against sunburn.

To remind everyone to protect their skin and health while enjoying the outdoors, the National Council on Skin Cancer Prevention (NCSCP) has designated May 25, 2012 as “Don't





Fry Day.” The Food and Drug Administration (FDA) and Environmental Protection Agency, advisory members of the council, are helping spread the word on sun safety.

Whatever our skin color, we’re all potentially susceptible to sunburn and other harmful effects of exposure to UV radiation. Although we all need to take precautions to protect our skin, people who need to be especially careful in the sun are those who have

- pale skin
- blond, red, or light brown hair
- been treated for skin cancer
- a family member who’s had skin cancer

If you take medicines, ask your health care professional about sun-care precautions; some medications may increase sun sensitivity.

### Reduce Time in the Sun

It’s important to limit sun exposure between 10 a.m. and 2 p.m., when the sun’s rays are strongest. Even on an overcast day, up to 80 percent of the sun’s UV rays can get through the clouds. Stay in the shade as much as possible throughout the day.

### Dress with Care

Wear clothes that protect your body. If you plan on being outside on a sunny day, cover as much of your body as possible. Wear a wide-brimmed hat, long sleeves, and pants. Sun-protective clothing is now available. However, FDA only regulates such products if the manufacturer intends to make a medical claim. Consider using an umbrella for shade.

### Be Serious about Sunscreen

Check product labels to make sure you get

- a “sun protection factor” (SPF) of 15 or more. SPF represents the degree to which a sunscreen can protect the skin from sunburn.
- “broad spectrum” protection—sunscreen that protects against all types of skin damage caused by sunlight
- water resistance—sunscreen that

## Slip! Slop! Slap! Wrap!

The National Council on Skin Cancer Prevention has designated the Friday before Memorial Day as “Don’t Fry Day.” The goal? To make sure people stay safe in the sun and protect their skin while enjoying the outdoors—on “Don’t Fry Day” and every day.

Here’s why. Skin cancer is on the rise in the United States; the American Cancer Society estimates that one American dies every hour from skin cancer. In 2012 alone, the American Cancer Society estimates there will be more than 76,250 new cases of malignant melanoma, the most serious form of skin cancer.

stays on your skin longer, even if it gets wet. Reapply water-resistant sunscreens as instructed on the label

### Tips for Applying Sunscreen

- Apply the recommended amount evenly to all uncovered skin, especially your lips, nose, ears, neck, hands, and feet.
- Apply sunscreen 15 minutes before going out in the sun.
- If you don’t have much hair, apply sunscreen to the top of your head, or wear a hat.
- Reapply at least every two hours.
- Give babies and children extra care in the sun. Ask a health care professional before applying sunscreen to children under 6 months old.
- Apply sunscreen to children older than 6 months every time they go out.

### Protect the Eyes

Sunlight reflecting off snow, sand, or water further increases exposure to UV radiation and increases your risk of developing eye problems.

- Tips for eye-related sun safety include:
- When buying sunglasses, look for a label that specifically offers 99 to 100 percent UV protection.



“Don’t Fry Day” offers simple steps that you and your family can take to prevent sun-related skin cancer, such as:

- Slip on a shirt
- Slop on sunscreen of SPF 15 or higher
- Slap on a wide-brimmed hat.
- Wrap on sunglasses.

For more information on resources available for “Don’t Fry Day” and skin safety, visit [www.skincancerprevention.org](http://www.skincancerprevention.org).

- Eyewear should be labeled “sunglasses.” Otherwise, you can’t be sure they will offer enough protection.
- Pricier sunglasses don’t ensure greater UV protection.
- Ask an eye care professional to test your sunglasses if you don’t know their level of UV protection.
- People who wear contact lenses that offer UV protection should still wear sunglasses.
- Wraparound sunglasses offer the most protection.
- Children should wear real sun glasses (not toy sunglasses!) that indicate the UV protection level.



Find this and other Consumer Updates at [www.fda.gov/ForConsumers/ConsumerUpdates](http://www.fda.gov/ForConsumers/ConsumerUpdates)

 Sign up for free e-mail subscriptions at [www.fda.gov/consumer/consumerenews.html](http://www.fda.gov/consumer/consumerenews.html)



## Fly like a fighter: Engine shutdown



On a broken to overcast day in Germany, I climbed into the cockpit of an F-15 that recently had an engine change to conduct a maintenance test flight. Prior to takeoff, I would individually run each engine from idle to military, record the spool up time, light the afterburners, and record engine temperature and oil pressure at different power settings. Everything looked fine, so I lit both afterburners, released brakes, and began my takeoff roll. Because of the cloud deck that went from 3,000 feet to 10,000 feet, I couldn't do the normal maximum performance climb straight up, so once I turned on course I moved the throttles out of afterburner to military (full) power and continued my climb. Passing through 5,000 feet, I scanned my engine instruments and noticed that all the needles were not parallel. The right oil pressure was low—really low, indicating only about 3 psi.



In trying to troubleshoot the problem, my first thought was that the gauge or transmitter was not working correctly. I had just done two minutes of engine runups and testing on the runway before takeoff, and everything was fine. The engine seemed to be running normally otherwise, and my climb speed and climb rate also seemed normal indicating that I was getting normal thrust out of the engine. In any case, I couldn't continue with the profile so I coordinated for a turn back toward base.

I then pulled the right throttle to idle, began my descent, and just adjusted the left throttle for airspeed control. After a brief discussion with the supervisor of flying, another F-15 pilot working in the control tower as an extra set of eyes and ears, I shut the right engine down to avoid engine seizure. Engine seizure would have significantly increased drag, whereas I found the windmilling engine was hardly noticeable and the airplane flew just fine on one engine. The vectors through the weather and then approach and landing were uneventful. Flying the F-15 single engine is not a big problem given the high thrust output of each engine.

Once maintenance got the airplane back, it only took them five minutes to determine the problem: The freshly overhauled engine was never filled with oil before it was put into the airplane. It only had a small amount of oil left in it for shipping. This was just enough oil to give normal indications during the static engine runup on the runway prior to takeoff, but with the atmospheric pressure decrease during the climb the oil system just couldn't keep up and so the oil pressure decreased to 3 psi. Ultimately the gauge was correct.

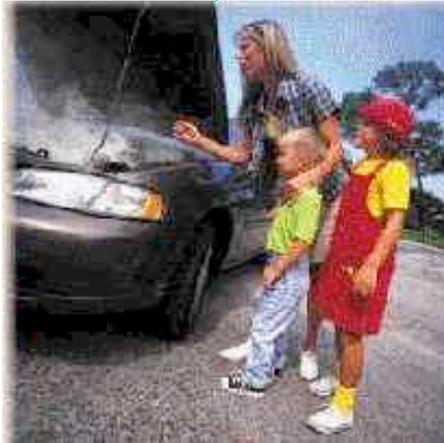
There are a couple of lessons here. The first is to play it safe and believe your gauges even if you suspect the gauge or transmitter is not working, especially engine gauges, and especially in a single-engine airplane. The second is to stay current on emergency procedures training with engine failures. In the Air Force, we had the luxury of regularly practicing single-engine procedures in the simulator. **Whether you fly single- or multiengine airplanes, we have all practiced simulated engine-out procedures in our general aviation airplanes. The question now is when was the last time you practiced these procedures? Maybe it's time to call your favorite flight instructor and refresh your skills.**

*Larry Brown of Colorado Springs, Colo., is a retired Air Force F-15 pilot who is using the lessons he learned as a fighter pilot as a GA pilot in his Cessna P210. Brown, who has 2,600 hours total time during his 32 years of flying, also was an instructor pilot and flight examiner in the Air Force T-38 and instructor pilot in the T-52, the military's version of GA's Diamond DA40. See previous installments of ["Fly like a fighter."](#)*



## *Getting Your Vehicle Ready for Summer*

Summer's heat, dust and stop-and-go traffic will take their toll on your car or truck. Add the effects of last winter, and you could be poised for a breakdown. You can lessen the odds of mechanical failure through periodic maintenance. Your vehicle will last longer, have a higher resale value, and you can survive summer trips unscathed—physically and financially. Some of the following tips are easy to do; others require an auto mechanic.

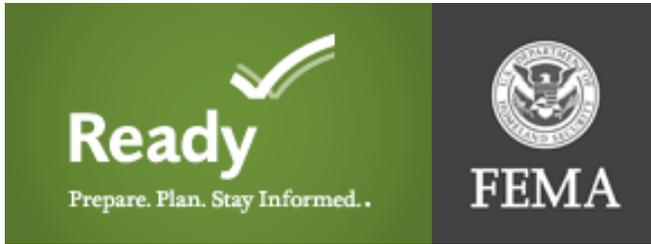


- **Air Conditioning.** A marginally operating system will fail in hot weather. Have the system examined by a qualified technician.
- **Cooling System.** The greatest cause of summer breakdowns is overheating. Completely flush the cooling system and refill it every two years. Periodically check the level, condition and concentration of the coolant. (Mechanics usually recommend a 50/50 mix of anti-freeze and water.)  
**Never remove the radiator cap until the engine has thoroughly cooled.**
- **Hoses & Belts.** Look closely at every hose you can reach. Replace any that are cracked, brittle or soft. Do the same for belts.
- **Oil.** Change your oil and oil filter as specified in your manual—more often (every 3,000 miles) if you make frequent short jaunts, extended trips with lots of luggage, or tow a trailer.
- **Engine Performance.** Replace other filters (air, fuel, PCV, etc.) as your manual recommends—more often in dusty conditions. Correct drive problems (hard starts, rough idling, stalling, diminished power) at a reputable shop.

- Windshield Wipers. A dirty windshield causes eye fatigue and can be a hazard. Replace worn blades and keep your windshield-solvent tank filled.
- Lights. Inspect all lights and bulbs. Replace burned-out bulbs, and periodically clean dirt and insects from all lenses. To prevent scratching the lens, use a soft, dry rag.
- Tires. Have your tires rotated about every 5,000 miles. **Check tire pressure once a month. Do it while the tires are "cool," not right after pulling into a gas station or your driveway.** Don't forget your spare, and be sure the jack is in good condition. Examine tires for tread life, uneven wearing and cupping. Check the sidewalls for cuts and nicks. If you have uneven tread wear or your car pulls to one side, you need an alignment.
- Brakes. Follow the recommendation in your owner's manual on when to get brakes inspected. Have it done sooner if you notice pulsations, grabbing, noises, or longer stopping distances.
- Battery. Batteries can fail any time of year. The only accurate way to detect a weak battery is with professional equipment. Routine care: Scrape away corrosion from posts and cable connections; clean all surfaces; re-tighten all connections. If battery caps are removable, check the fluid level monthly. Avoid contact with corrosive deposits and battery acid. Wear eye protection and rubber gloves.
- Emergencies. **Carry some basic tools. Also include a first-aid kit, flares and a flashlight. Consider buying a cellular phone, but please pull off the road before using it.**

MANAGE THE RISKS AND TAKE THE WORD "CRITICAL" OUT OF THE 101 DAYS OF SUMMER. **WATCH OUT FOR EACH OTHER. DON'T LET A BUDDY DO SOMETHING STUPID. WEIGH THE RISKS!!**

Mr. Hamm, CAP-USAF  
Director of Safety



## WILDFIRES



Inspire others to act by being an example yourself, [Pledge to Prepare](#) & tell others about it!

**PLEDGE TO PREPARE**

More and more people are making their homes in woodland settings - in or near forests, rural areas, or remote mountain sites. There, homeowners enjoy the beauty of the environment but face the very real danger of wildfire.

Every year across our Nation, some homes survive - while many others do not - after a major wildfire. Those that survive almost always do so because their owners had prepared for the eventuality of fire, which is an inescapable force of nature in fire-prone woodland areas. Said in another way - if it's predictable, it's preventable!

Wildfires often begin unnoticed. These fires are usually triggered by [lightning](#) or accidents. They spread quickly, igniting brush, trees, and homes. Reduce your risk by preparing now - before wildfire strikes. Meet with your family to decide what to do and where to go if wildfires threaten your area. Follow the steps listed below to protect your family, home, and property

## ***Before a Wildfire***

***The following are things you can do to protect yourself, your family and your property in the event of a fire.***



- To begin preparing, you should [build an emergency kit](#) and [make a family communications plan](#).
- Design and landscape your home with wildfire safety in mind. Select materials and plants that can help contain fire rather than fuel it.
- Use fire-resistant or noncombustible materials on the roof and exterior structure of the dwelling, or treat wood or combustible material used in roofs, siding, decking or trim with fire-retardant chemicals evaluated by a nationally recognized laboratory, such as Underwriters Laboratories (UL).
- Plant fire-resistant shrubs and trees. For example, hardwood trees are less flammable than pine, evergreen, eucalyptus or fir trees.
- Regularly clean roof and gutters.
- Inspect chimneys at least twice a year. Clean them at least once a year. Keep the dampers in good working order. Equip chimneys and stovepipes with a spark arrester that meets the requirements of National Fire Protection Association Standard 211. (Contact your local fire department for exact specifications.)
- Use 1/8-inch mesh screen beneath porches, decks, floor areas, and the home itself. Also, screen openings to floors, roof and attic.
- Install a dual-sensor smoke alarm on each level of your home, especially near bedrooms; test monthly and change the batteries at least once each year.
- Teach each family member how to use a fire extinguisher (ABC type) and show them where it's kept.
- Keep handy household items that can be used as fire tools: a rake, axe, handsaw or chain saw, bucket and shovel.
- Keep a ladder that will reach the roof.
- Consider installing protective shutters or heavy fire-resistant drapes.
- Clear items that will burn from around the house, including wood piles, lawn furniture, barbecue grills, tarp coverings, etc. Move them outside of your defensible space.

### **Plan Your Water Needs**

- Identify and maintain an adequate outside water source such as a small pond, cistern, well, swimming pool, or hydrant.
- Have a garden hose that is long enough to reach any area of the home and other structures on the property.
- Install freeze-proof exterior water outlets on at least two sides of the home and near other structures on the property. Install additional outlets at least 50 feet from the home.
- Consider obtaining a portable gasoline powered pump in case electrical power is cut off.

Your best resource for proper planning is [www.firewise.org](http://www.firewise.org) which has outstanding information used daily by residents, property owners, fire departments, community planners, builders, public policy officials, water authorities, architects and others to assure safety from fire - it really works. Firewise workshops are offered for free all across the nation in communities large and small and free Firewise materials can be obtained easily by anyone interested.

## ***During a Wildfire***

If advised to evacuate, do so immediately. Take your disaster supply kit, lock your home and choose a route away from the fire hazard. Watch for changes in the speed and direction of the fire and smoke. Tell someone when you left and where you are going.

If you see a wildfire and haven't received evacuation orders yet, call 9-1-1. Don't assume that someone else has already called. Describe the location of the fire, speak slowly and clearly, and answer any questions asked by the dispatcher.

If you are not ordered to evacuate, and have time to prepare your home, FEMA recommends you take the following actions:

- Arrange temporary housing at a friend or relative's home outside the threatened area in case you need to evacuate.
- Wear protective clothing when outside – sturdy shoes, cotton or woolen clothes, long pants, a long-sleeved shirt, gloves and a handkerchief to protect your face.
- Gather fire tools such as a rake, axe, handsaw or chainsaw, bucket and shovel.
- Close outside attic, eaves and basement vents, windows, doors, pet doors, etc. Remove flammable drapes and curtains. Close all shutters, blinds or heavy non-combustible window coverings to reduce radiant heat.
- Close all doors inside the house to prevent draft. Open the damper on your fireplace, but close the fireplace screen.
- Shut off any natural gas, propane or fuel oil supplies at the source.
- Connect garden hoses to outdoor water faucet and fill any pools, hot tubs, garbage cans, tubs or other large containers with water.
- Place lawn sprinklers on the roof and near above-ground fuel tanks. Leave sprinklers on and dowsing these structures as long as possible.
- If you have gas-powered pumps for water, make sure they are fueled and ready.
- Place a ladder against the house in clear view.
- Disconnect any automatic garage door openers so that doors can still be opened by hand if the power goes out. Close all garage doors.
- Place valuable papers, mementos and anything "you can't live without" inside the car in the garage, ready for quick departure. Any pets still with you should also be put in the car.
- Place valuables that will not be damaged by water in a pool or pond.
- Move flammable furniture into the center of the residence away from the windows and sliding-glass doors.
- Turn on outside lights and leave a light on in every room to make the house more visible in heavy smoke.

## ***After a Wildfire***

The following are guidelines for different circumstances in the period following a fire:

- Go to a designated public shelter if you have been told to evacuate or you feel it is unsafe to remain in your home. Text **SHELTER** + your ZIP code to **43362** (4FEMA) to find the nearest shelter in your area (example: **shelter 12345**).
- If you are with burn victims, or are a burn victim yourself, call 9-1-1 or seek help immediately; cool and cover burns to reduce chance of further injury or infection.
- If you remained at home, check the roof immediately after the fire danger has passed. Put out any roof fires, sparks or embers. Check the attic for hidden burning sparks.
- For several hours after the fire, maintain a "fire watch." Re-check for smoke and sparks throughout the house.
- If you have evacuated, do not enter your home until fire officials say it is safe.
- If a building inspector has placed a color-coded sign on the home, do not enter it until you get more information, advice and instructions about what the sign means and whether it is safe to enter your home.
- If you must leave your home because a building inspector says the building is unsafe, ask someone you trust to watch the property during your absence.
- Use caution when entering burned areas as hazards may still exist, including hot spots, which can flare up without warning.
- If you detect heat or smoke when entering a damaged building, evacuate immediately.
- If you have a safe or strong box, do not try to open it. It can hold intense heat for several hours. If the door is opened before the box has cooled, the contents could burst into flames.
- Avoid damaged or fallen power lines, poles and downed wires.
- Watch for ash pits and mark them for safety—warn family and neighbors to keep clear of the pits also.
- Watch animals closely and keep them under your direct control. Hidden embers and hot spots could burn your pets' paws or hooves.
- Follow public health guidance on safe cleanup of fire ash and safe use of masks.
- Wet debris down to minimize breathing dust particles.
- Wear leather gloves and heavy soled shoes to protect hands and feet.
- Cleaning products, paint, batteries and damaged fuel containers need to be disposed of properly to avoid risk.
- Discard any food that has been exposed to heat, smoke or soot.
- Do **NOT** use water that you think may be contaminated to wash dishes, brush teeth, prepare food, wash hands, make ice or make baby formula.
- Remain calm. Pace yourself. You may find yourself in the position of taking charge of other people. Listen carefully to what people are telling you, and deal patiently with urgent situations first.

# FAA Safety Team | Safer Skies Through Education

## What Does Roger Really Mean?

Notice Number: NOTC3893

For most of us, we learned to use the word "Roger" early in our aviation career. We learned that it simply means that we heard and understand what the other person said. We were clearly taught that it connotes no permission or authorizations. For whatever reason, we then go through our career or hobby of flying and hardly ever use that word. And we seldom hear it spoken by ATC!

So what happens when we have a problem on the airfield and we tell ATC that we need to do something and they say "Roger?" What does that mean? Let me give you a recent example.

*A C-210 received ATC clearance to taxi via Taxiway Juliette and to cross Runway 1/19. En-route, the C-210 pilot advised ATC that the aircraft just blew a tire. The pilot requested to exit the aircraft to inspect the wheel. The Tower authorized the pilot's request and asked the pilot to advise if he needed help. At this time, a C-172 reported inbound with a request for full stop landings or touch and go's on Runway 1. The tower cleared the C172 as requested. (Can you see the Runway Incursion scenario developing?) The C-210 pilot came back on the frequency stating he had a wheel come apart. The Tower asked his intentions, and the C210 pilot said if he moved the aircraft it would do damage and requested to go to an FBO. (Getting to the FBO from the damaged C-210 would require a runway crossing.) The Tower responded "roger." The pilot responded, "Thank you very much."*

*The Tower then observed two men on foot walking towards the runway. The tower called the C-210 several times with no response. The Tower, after observing the men crossing the actual runway told the inbound C-172 to go around and enter right traffic for Runway 1, later changing clearance to land on Runway 5.*

It appears to me that with the additional stress caused by the blown tire, when the pilot made his request to go to the FBO, he expected the Tower to give him a "Yes" or a "No", and when the Tower replied with a simple, "Roger," he forgot his early training that "Roger" is not an authorization -- and started hiking! Fortunately, the pilot of the C-172 executed a proper go-around and landed safely on another runway. The Aeronautical Information Manual is the authoritative source for proper aviation communications. You might want to take an opportunity to review communication procedures in the AIM:

[http://www.faa.gov/air\\_traffic/publications/atpubs/aim/](http://www.faa.gov/air_traffic/publications/atpubs/aim/). But most of all, remember your early training - "Roger" only means that someone heard what was said; it does not give authority to do something.

Remember that crossing any runway, whether in an airplane, a vehicle, or on foot, always requires a specific authorization from ATC.

Have a safe and enjoyable Summer of Flying!

*This notice is being sent to you because you selected "General Information" in your preferences on FAASafety.gov. If you wish to adjust your selections, log into <https://www.faasafety.gov/Users/pub/preferences.aspx> where you can update your preferences.*

## The Official Safety Newsletter of the Civil Air Patrol-August 2012

VISIT US ON THE WEB  
[WWW.COCIVILAIRPATROL.COM](http://WWW.COCIVILAIRPATROL.COM)

Discover, report, stop, share, listen, and learn. The things we have read about in this issue already have happened, so you are not allowed to experience these for yourself.

Remember to "Knock It Off" and slow down. For streaming dialogues on some subjects, remember CAP Safety is on Facebook and Twitter.

### SUMMARY

CAP's safety awareness and program management has significantly improved with the addition of NHQ safety staff working in conjunction with the National Safety Team (NST). The NST is comprised of the National Safety Officer and volunteer assistants assigned as subject matter experts for flight and ground safety. Region and Wing Commanders are moving away from a punitive safety program towards a behavior-based safety program that has shown significant improvement in using safety mishaps as an educational opportunity to raise awareness and prevent risk exposure.

### STAFF POSITION OPENING!!!!

National Safety Director is looking for a Senior Member that is cadet oriented or was a cadet themselves to develop a Cadet Safety Officer team. This position will be part of the National Safety team. All interested parties submit your resume to [Safety@capnhq.gov](mailto:Safety@capnhq.gov)

Got a great safety article that you would like to see in a future Beacon newsletter? Please send it to Lt Col Sharon Williams at [safetybeacon@capnhq.gov](mailto:safetybeacon@capnhq.gov).

# Region Safety Officers



**Col Charles Greenwood**  
GLR/SE  
[cgreenwo@bsu.edu](mailto:cgreenwo@bsu.edu)

**Col Robert Castle**  
SWR/SE  
[rcastle@cox.net](mailto:rcastle@cox.net)

**Lt Col Bill Woody**  
SER/SE  
[wawoody@att.net](mailto:wawoody@att.net)

**Col Charles Glass**  
MER/SE  
[csglass@juno.com](mailto:csglass@juno.com)

**Lt Col Paul Mondoux**  
NER/SE  
[paul@nhplm.org](mailto:paul@nhplm.org)

**Lt Col Alex Kay**  
PCR/SE  
[bcat417@aol.com](mailto:bcat417@aol.com)



**Col Harold D. Brown**  
NCR/SE  
[hbrown9425@aol.com](mailto:hbrown9425@aol.com)

**Lt Col Donald Johanson**  
RMR/SE  
[johanson@msn.com](mailto:johanson@msn.com)