Newport News Composite Squadron

December 2012 Safety Briefing

11 Dec 12

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- Safety Education Reminders
- December Safety Beacon
  - (Don't Get) Lost in Translation
  - Cleared for the Approach
  - Holiday Decorating safety
  - Smoke Alarms
  - How does the flu spread
  - FAA Safety Team
- Extra 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


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AIRCRAFT GROUND HANDLING
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
CITIZENS SERVING COMMUNITIES

Safety Courses

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

Safety Beacon

(Don't Get) Lost in Translation

- English is the International Civil Aviation Organization (ICAO)-prescribed official language of aviation (1951).
- Until 2008, standards only required mastery of a set of words and phrases "ICAO Radio Telephony Phraseology"
- Now required to be proficient (level 4)
- License states "English Proficient"
- Pronunciation - "close call" versus "close your flight plan"
- "fat chance" and "slim chance" mean the same thing
- "Airplane" talk

Safety Beacon

Cleared for the Approach

- Follow the rules
- Cherokee shooting ILS in IMC to uncontrolled airfield
- Working with approach
- Beechjet also approaching – holding letting Cherokee go
- Beechjet notices a second aircraft on his TCAS
- Cessna 172 shooting approach with no clearance or contact with approach
- Maintain situational awareness (SA)
- Speak up if something doesn't look right

Safety Beacon

Holiday Decorating Safety

- Inspect each electrical decoration
- Don’t staple or nail through electrical wires
- Turn off electrical decoration before leaving home
- Don't use electric lights on metallic tree
- Be sure chimney & fireplaces have been cleaned
- Don’t leave stove unattended – leading cause of fires
- ~130,000 fire reported in Dec alone – over 400 fatalities and 1,600 injuries
- Majority of people have smoke detectors - 24% haven’t replaced batteries within last two years

Safety Beacon

Smoke Alarms

- You have about 3 minutes to escape during a fire
- A working smoke alarm can give life-saving time
- Replace batteries once a year
- Buy new smoke alarms every 10 years
- Test all alarms each month
- Install alarms on every floor and in every bedroom

Safety Beacon

How does the flu spread

- Sneezing, coughing, talking & laughing can spread the virus into the air as droplets
- Droplets can spread to people and surfaces within 3 to 6 feet
- You get the virus if you touch anything it is on
- Wash your hands frequently
- A flu shot is the best way to protect yourself

Safety Beacon

FAAST Blast

- Paper A&P certificates need to be replaced by 31 March 2013

Extra Stuff

- Cadet Safety Officer
  - May be a Phase II NCO at the squadron level
  - Assist squadron Safety Officer

- WAA
  - Weather in the 50s
  - Mostly sunny
  - Watch out for traffic in parking areas
  - Wear seatbelts in vehicles
  - Don’t distract driver

Extra Stuff

Safety Awareness Bulletin: 13-01

High Visibility Safety Apparel

- CAPR 62-1 Policy: All Safety Vests or Safety Apparel worn by CAP members must meet the American National Standards Institute, Inc (ANSI) Class 2 or Class 3 requirements. To ensure compliance with federal law, CAP members must comply with this anytime duties exposed them to public vehicular traffic such as directing traffic, investigating crashes, handling lane closures, obstructed roadways and disasters within the vehicle traffic lanes.

FAR AWAY

CLOSER

NO REACTION TIME

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 BY EXAMPLE

Safety Beacon

Official Safety Newsletter OF The Civil Air Patrol

December, 2012

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Republished Articles

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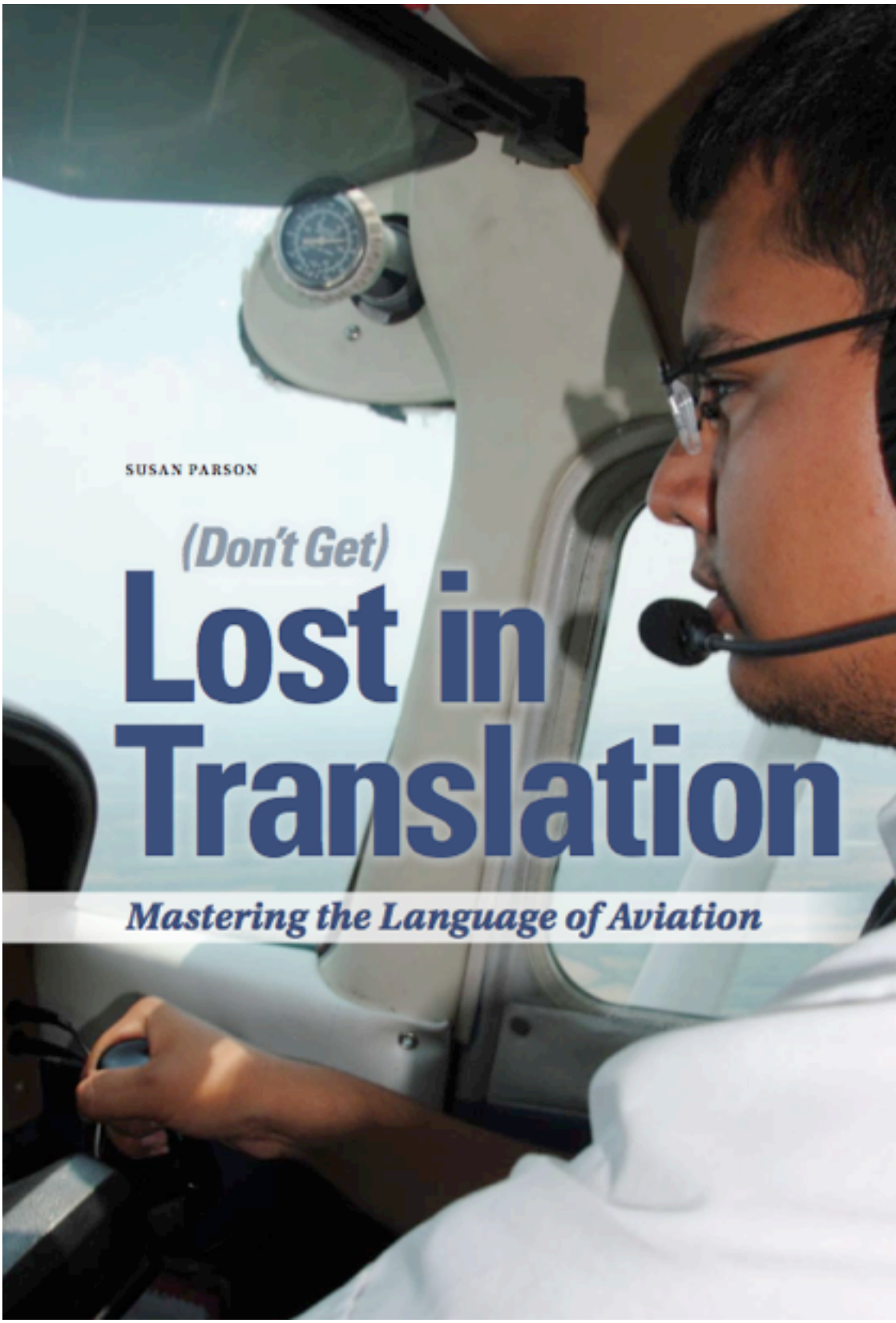


Though the quote is sometimes attributed to Winston Churchill, playwright George Bernard Shaw generally gets credit for the deft observation that "England and America are two countries divided by a common language." Shaw was of course referring to the way that the same word — "biscuit," for instance — can conjure a cookie in the mind of a Briton but bring breakfast to mind for an American.

The wonder and woe of language, though, is that even two people from the same cultural background — or a single household — can hear the same word or phrase and reach a different conclusion as to its meaning. A case in point is the phrase, "language of aviation." Some will instantly think it refers to English as being the ICAO-prescribed official language of global aviation. Others will think first of the peculiar jargon unique to our preferred pastime. Both meanings are accurate, and both have important implications for the subject at hand: Ensuring that aviation-related communication is clear enough for both sender and receiver to have an identical understanding of its meaning.

Common Language — Part 1

In little more than a generation, aviation spread from its humble beginnings on the wind-swept sands of America's Kitty Hawk to the wind, sand, and stars of Saint-Exupéry's African Sahara airmail routes and far beyond. It quickly became clear to aviators that safety and common sense required a global language for such an inherently global activity.

English owes its selection as that language not to logic, but rather to historical circumstance. At the time the 52 nations who founded the International Civil Aviation Organization (ICAO) first convened in Chicago in 1944, WWII had devastated many countries' industrial capacity — including aviation manufacturing and operations. ICAO made English the official *lingua franca* of global aviation primarily because English-speaking countries dominated not only the era's flight operations, but also the design, development, and manufacture of commercial aircraft. Although there was (and still is) no prohibition on the use of the local language(s) in domestic airspace, ICAO's 1951 adoption of English as the official language for aviation guaranteed — sort of — that English language capability would be available for all international flights.

There is a significant difference between a relatively limited set of technical aviation terms and true language fluency and proficiency, especially in a language as rich, nuanced, and complex as English.

Why the qualifier? Until January 2008, ICAO's standards and recommended procedures (SARPs) required only that aviation personnel in contact with international flight operations master a set of words and phrases known as "ICAO Radio Telephony Phraseology." As you might imagine, though, there is a significant difference between a relatively limited set of technical aviation terms and true language fluency and proficiency, especially in a language as large, nuanced, and complex as English.

Though native speakers have the luxury of a lifetime's exposure, the complexities and quirks of English make its mastery a daunting prospect. Consider these facts:

- Along with its rich vocabulary of more than 171,000 words, English has a wealth of

Who's Roger, and Why Do Pilots Talk So Much About Him?

If it isn't true, it ought to be. Ever wonder why aviators say "roger?" A very plausible explanation arises from aviation's early days, when the emerging industry adopted customs, procedures, and terms from more established industries.

One such industry was the telegraph business, which of course operated in Morse code. Given the uncertain quality and reliability of such transmissions, standard procedure upon successful receipt of a message was for the receiver to transmit a single letter — "R" — to signify that "I have received and understood your last transmission."

Voice communications being similarly subject to garbles, early aviators and their ground-bound interlocutors needed a similar protocol. As it was not possible to transmit a Morse-coded "R," they did the next best thing by transmitting the word "roger," which was at that time the spelling (phonetic) alphabet version of the letter "R." Then, as now, it was simply an acknowledgement that "I have received and understood your last transmission."

So now you know. And "R" you not grateful that aviation adopted this practice before the phonetic alphabet "R" changed from "roger" to "romeo?"

irregular (and, most would agree, illogical) spellings and grammatical constructions.

- Nearly 1,500 English words with the same spelling have different pronunciations, grammatical functions, and meanings (e.g., "close" is an adjective in "close call," and a verb in "close your flight plan").
- Around 8,000 English words have the same pronunciation, but with very different spellings and meanings. A common aviation example — an area rife for aeronautical misunderstanding — involves "to," "too," and "two."
- English has nearly 40 dialects, and that doesn't even begin to account for the wide variety of regional accents that can confound and confuse even a native speaker.
- Idiomatic expressions can be baffling, to say the least. For instance, how can "fat chance" and "slim chance" mean the same thing? Or, as another Internet example observes, how is it that skating on thin ice can get you into hot water?

Complete mastery of such highly nuanced complexity is neither realistic nor necessary for aviation safety. Still, the presence of miscommunication due to lack of English proficiency as a probable cause or contributing factor in so many of the world's aviation accident investigation reports led ICAO to make an important amendment to Annex 1 (Personnel Licensing). Starting in January 2008, ICAO required that all air traffic controllers and flight crew members who are engaged in, or in contact with, international flights be proficient in English as a "general spoken medium" as well as in any other language(s) used by the ground station(s) involved in a given flight operation. ICAO defines the required English proficiency as Level 4, which means that the speaker not only possesses a specified level of vocabulary and grammatical knowledge, but also demonstrates skills in pronunciation, word stress, rhythm, and intonation that are sufficient for clear and efficient communication.

Imagine how much more challenging that must be for a non-native English speaker, who must master not only one of the world's more complicated languages, but also the highly specialized Airplane dialect.

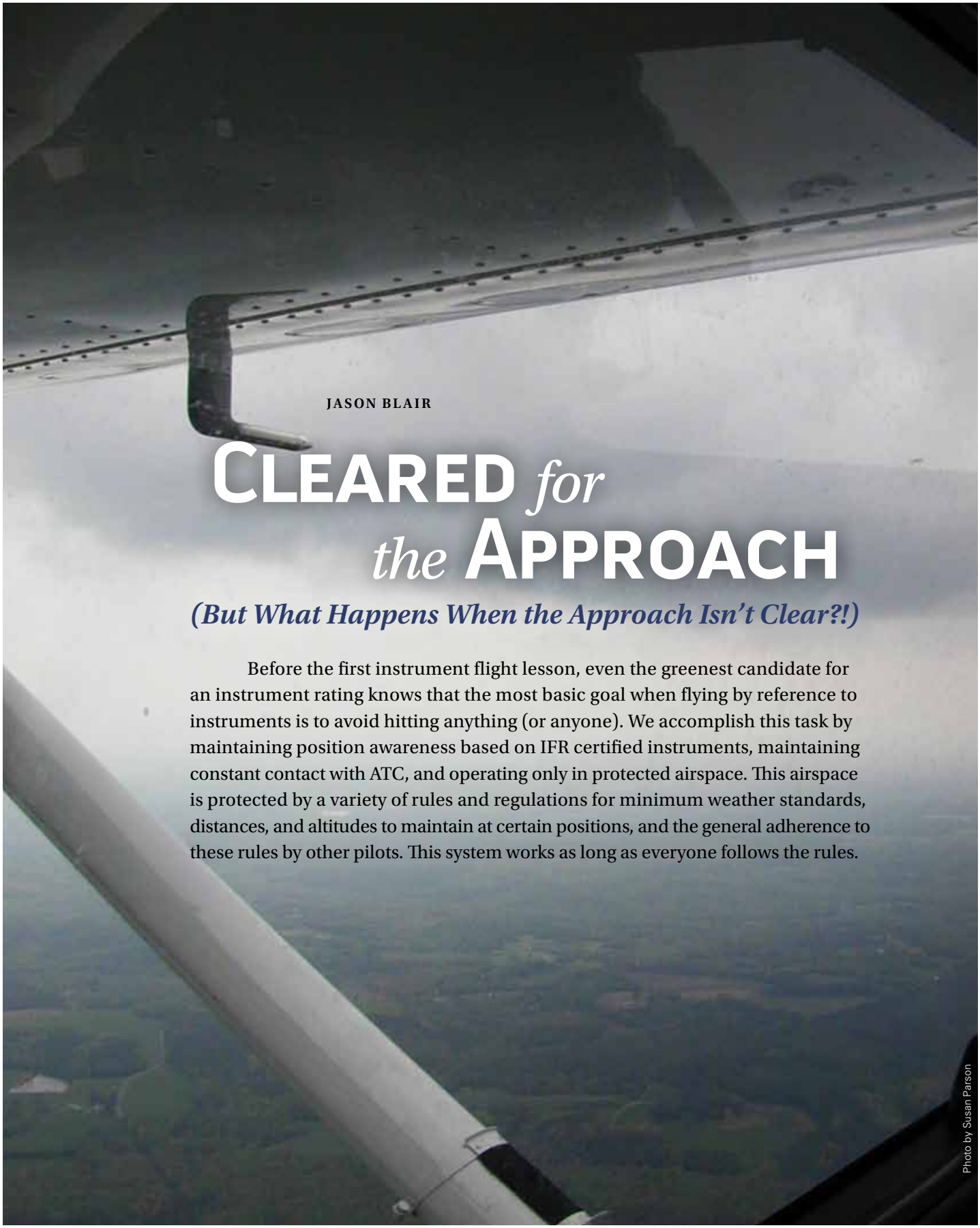
Although ICAO leaves it up to its individual contracting states to determine how such proficiency is determined, airman certificates are expected to indicate the results. In the United States, 14 CFR stipulates that the ability to read, speak, write, and understand the English language is a basic eligibility requirement for an FAA airman certificate. Since the examiner cannot issue a certificate unless the applicant clearly meets this requirement, the FAA does not require any additional assessment of English language skills. To comply with ICAO requirements, though, airman certificates issued since 2008 include a notation with the words "English proficient."

Photo by Tom Hoffmann

Common Language — Part 2

Now that we've established English language proficiency as the baseline, let's talk about the second meaning of the "language of aviation" phrase. Think back for a moment to the first time you listened to an aeronautical radio frequency.

English is my native tongue, and I like to joke that I also speak French, Spanish, (rusty) Bengali, and three dialects of "Guy." But on the day of my first flight lesson, none of that linguistic experience helped me make sense of the static-filled gibberish flowing from the little Cessna's tired comm radios into my shiny new aviation headset. When I could occasionally discern a few individual words, I recognized them as belonging to the English language vocabulary. Overall, though, the words, phrases, rhythms, and cadences were completely foreign to me. I'm sure my primary flight instructor still chuckles at the memory of my wide-eyed deer-in-the-headlights reaction to that first exposure to the language of "Airplane." For my part, I remember all too well the time and dedicated effort it required for me first to understand, then to speak, this strange new dialect. As with learning any language, there were many misunderstandings along the way,



JASON BLAIR

CLEARED *for the* APPROACH

(But What Happens When the Approach Isn't Clear?!)

Before the first instrument flight lesson, even the greenest candidate for an instrument rating knows that the most basic goal when flying by reference to instruments is to avoid hitting anything (or anyone). We accomplish this task by maintaining position awareness based on IFR certified instruments, maintaining constant contact with ATC, and operating only in protected airspace. This airspace is protected by a variety of rules and regulations for minimum weather standards, distances, and altitudes to maintain at certain positions, and the general adherence to these rules by other pilots. This system works as long as everyone follows the rules.

Photo by Susan Parson

But it is also important for you as an instrument instructor to convey to any and every IFR client — whether for the initial rating, approach practice, or Instrument Proficiency Check (IPC) — that a pilot can never, ever, *ever* relinquish responsibility for situational awareness.

Here's a story I now use to illustrate and instruct on that very point. In my travels to Sun 'n Fun last year, I think I came as close to a mid-air collision as I ever have in my many years of flight experience. I am not entirely sure how close it was; we were in IFR conditions and I never spotted the other aircraft. But it was certainly as close as I ever want to come.

Setting the Stage

The weather for the trip was mostly IMC (instrument meteorological conditions) from Michigan to almost the Gulf Coast. Some areas to the south had strong storms, but our first leg looked like general IFR with a good chance of being able to fly VFR on top most of the way. Our first stop was in Bowling Green (KBWG), Kentucky, a non-towered airport.

Approximately 40 miles out, we picked up the weather, noting that the 700-foot ceiling certainly was going to require us to fly the ILS. With cloud tops around 3,300 feet mean sea level (MSL), only the approach portion of the procedure was really going to be in IMC. I typically love approaches where I know I am going to break out, and where I won't be spending a long period of time in the clouds prior to the final approach fix.

Temperatures were hovering near the freezing level, so we had some concern about heading into the clouds with icing potential. While temperatures at altitude were slightly above the freezing point, many times the dive back into the clouds can result in lower temperatures since those clouds block heat from the sun. Icing is definitely not a condition I want to encounter in a Cherokee not equipped for flight into known icing.

Act One

Memphis Approach began setting us up for the procedure, vectoring us south of the airport to come back in on the ILS to Runway 3. As we began our setup, a friendly Beechjet driver contacted Memphis approach on the same frequency. His fuel stop was also KBWG. His situational awareness as we both approached the airport may be the reason I'm still here. But more on that in a moment.

Normally I would expect an approach controller to work the jet into the sequence first, with our slower aircraft playing a second fiddle. In this case, the generosity of the Beechjet driver made the situation much better than it could have been. He courteously offered to take a hold and let us go first on the approach, keeping us from having to spend significant time in the clouds where icing was a possibility. With his more capable aircraft, he was willing to wait. Memphis consented, and continued vectoring us toward the final approach fix while the Beechjet pilot set up for the hold at 4,000 MSL.

Act Two

As we continued with the approach, we began to experience very light rime icing. While we were evaluating this development, the Beechjet pilot made an attention-getting query: "Memphis approach, Beechjet 1234, we were just wondering if you were working two aircraft toward the final approach fix at Bowling Green." My full attention went instantly to processing this information and listening as Memphis replied that they were only working with "the Cherokee" (us) and the Beechjet. Memphis had received some intermittent replies in the area before, but was no longer observing them. To this, the Beechjet pilot replied, "Okay, but as we look at our TCAS (traffic collision avoidance system), we are seeing two transponder replies, one at 3,000 and one at 2,400 converging." Now I was *really* "interested," to put it mildly. We were at 3,000 MSL, just about to begin our descent toward the final approach fix.

I immediately asked Memphis if they had any further information. They didn't. Unwilling to continue with such scant but scary information, we asked permission to leave the frequency and inquire on the local Common Traffic Advisory Frequency (CTAF) if there was any other traffic in the area. Permission granted. We made the call. And — lo and behold — we heard from a Cessna 172, whose pilot reported that they were "on the ILS for Bowling Green." We queried further: "Are you on an IFR clearance and working with an approach controller?" The answer: "Well, um, gee, we are out here shooting the approach …."

Act Three

I was as stunned as I was intensely concerned. Here we were, in actual IMC, about to descend, and we find out — solely through the good fortune of having an alert fellow pilot who was paying attention and willing to speak up — that there was another aircraft on the approach, in IMC, shooting the approach without any coordination with air traffic

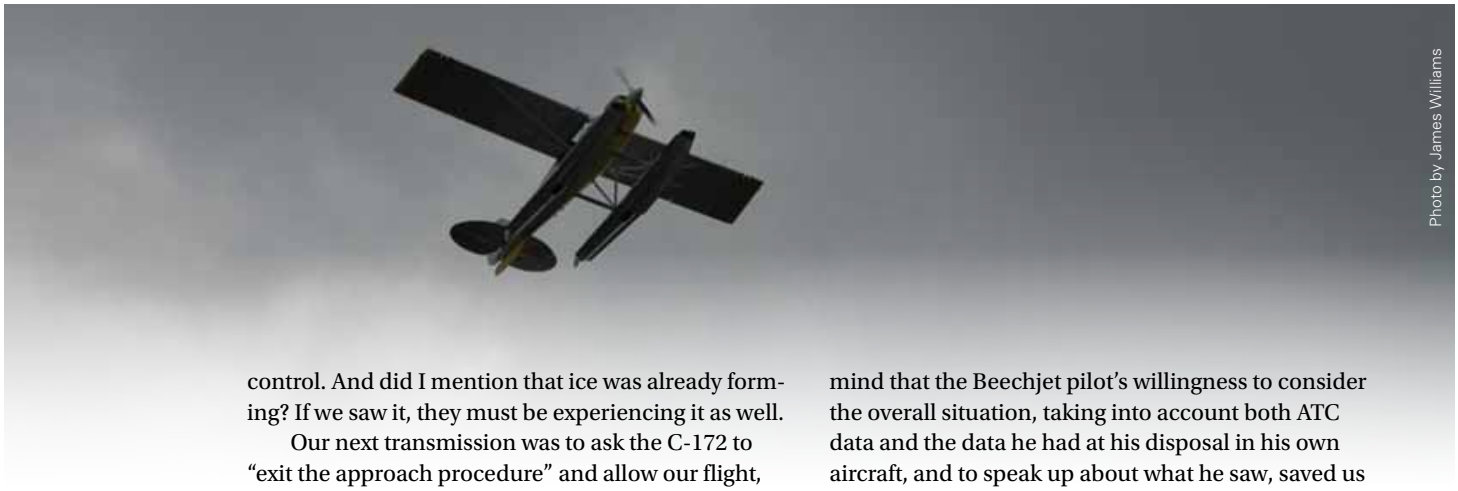


Photo by James Williams

control. And did I mention that ice was already forming? If we saw it, they must be experiencing it as well.

Our next transmission was to ask the C-172 to "exit the approach procedure" and allow our flight, which was operating with an ATC clearance, to continue and also to accommodate the the Beechjet now holding for the same approach. Fortunately for all involved, he complied. I may never know exactly where the C-172 went, but I know we broke out around 700 AGL, right about where the cloud bases were reported. It requires no mental math to conclude definitively that the C-172 was wandering around in IMC, just off the approach path, without any clearance or communication with ATC for some undetermined additional period of time.

Situational awareness of your own position, and your position relative to that of other aircraft in your area, can help keep us all safe. This story also illustrates the importance of speaking up when something doesn't look, sound, or feel right.

How close did we come to a mid-air? I am not entirely certain. I do know that when we were on the ground, the Beechjet pilot, who had landed shortly after we did, told us that at one point his TCAS showed the "blips" overlapping with just a mere few hundred feet of altitude separation. I know that at one point, the C-172 was at 2,400 MSL while we were at 3,000 MSL. That alone put us as close as 600 feet apart, in IMC. Scary? You bet.

Final Act

The obvious lesson — certainly one I am sure you teach and stress to all your IFR clients — is that flying in IMC without a clearance in controlled airspace is both illegal and extremely dangerous. I would like to think that is a lesson that pilots already know and don't need to learn, but of course the C-172 pilot near KBWG that day demonstrated conclusively that at least one pilot needs a refresher.

But there is another point here, one well worth stressing at every opportunity: Situational awareness of your own position, and your position relative to that of other aircraft in your area, can help keep us all safe. And this story also illustrates the extreme importance of speaking up when something doesn't look, feel, or sound right. There is no doubt in my mind that the Beechjet pilot's willingness to consider the overall situation, taking into account both ATC data and the data he had at his disposal in his own aircraft, and to speak up about what he saw, saved us from being closer to a disaster or, worse, experiencing one first hand.

His actions make the point that situational awareness isn't just about making sure your own aircraft is safe, but also about helping to keep other aircraft safe as well. My Cherokee doesn't have TCAS. When I am in IMC, I am depending on ATC to provide separation. I am depending on myself to operate in protected areas using known procedures, IFR routes, and IFR altitudes. And I am depending on everyone else to follow the same rules. In this case, another pilot was careless enough and reckless enough to ignore those rules. His actions, which at the very least demonstrate lack of discipline and professionalism, created a hazard that could have cost lives.

Curtain Call — Applause to the Beechjet Pilot!

I can't say enough to thank the pilot of the Beechjet, who may have saved us from a horrible accident. His willingness to engage in what he saw developing shows that situational awareness on the part of all pilots in the air can help provide additional safety throughout our entire flight system. Whether you are a flight instructor, a student, or a rated pilot, I hope you will take heed of his actions and repay his professionalism by modeling it in your own instructing and flying.

Bottom line: Most aviation accidents result from a combination of factors. In many cases, they are avoidable if we all work together and make good decisions. The lesson is to always maintain situational awareness, for yourself and for others. Good decision making, good situational awareness, and a willingness to speak up to clarify potential conflicts can help avoid accidents.

Jason Blair is an active instructor, FAA Designated Pilot Examiner, and the Executive Director of the National Association of Flight Instructors. He regularly flies using general aviation aircraft for business and personal travel, typically for more than 400 hours each year.

HOLIDAY DECORATING SAFETY

Whether entertaining guests, decorating the home or shopping for gifts it is easy to get caught up in the holidays.

The winter holiday season is a prime time for residential fires caused by the increase in the energy used to power lighting displays and Christmas trees, as well as the energy used to prepare feasts and host friends and family in your home.

During this time, people are inadvertently exposed to greater risk of becoming the victim of a fire or electrical accident, such as shock and electrocution. Most of these accidents could be prevented by following important safety tips.

This fact sheet provides practical safety guidelines that can be followed to prevent against common safety hazards associated with indoor and outdoor holiday decorations.

To learn more about holiday safety, please visit www.holidaysafety.org.

ESFi
Electrical Safety Foundation International

Decorating Safety Tips

- Carefully inspect each electrical decoration. Cracked or frayed sockets, loose or bare wires, and loose connections may cause a serious shock or start a fire.
- Follow the use and care instructions that accompany your electrical decorations.
- Stapling or nailing through electrical wires or extension cords may damage the wire or insulation, which could cause electrical shock or fire.
- Check packaging to determine the maximum number of strings that may be linked together.
- Turn off electrical light strings, candles, and other decorations before leaving home or going to bed. Automatic timers are available for both indoor and outdoor applications.
- To reduce the chance of an electric shock, use a dry, wooden ladder when hanging holiday lights, and be sure to stay clear of overhead electrical wires.
- For added electric shock protection, plug outdoor electric lights and decorations into circuits protected by ground fault circuit interrupters (GFCIs). Portable outdoor GFCIs can be purchased where electrical supplies are sold.
- Never use electric lights on a metallic tree, which can become charged with electricity from faulty lights.
- Waterproof all electrical connections, and keep them elevated so that water won't drain into the connection and cause a shock or a short circuit.
- Maintain holiday lights. Avoid overloading electrical outlets.
- Use lights that are approved for safe use by an independent testing laboratory, such as Underwriters Laboratories (UL).
- Be sure chimney and fireplaces have been inspected and cleaned.
- Do not leave a stove unattended. Unattended cooking is the leading cause of home fires in the United States.
- Select a fresh Christmas tree and keep it in water at all times. Needles on fresh trees should be green and should not fall off easily.
- Know the location, type and purpose of your fire extinguisher.
- Whenever possible, choose holiday decorations made with flame-resistant, flame-retardant or non-combustible materials.

"Shocking" Holiday Safety Statistics

- An estimated 76 percent of Americans decorate their homes during the holiday season.
- On average, 5,000 people visit the emergency room each holiday season due to indoor and outdoor electrical decoration mishaps (CPSC).
- Nearly 130,000 fires will be reported in December alone, causing more than 400 fatalities and 1,600 injuries.
- On average, there are more than 200 fire-related fatalities and injuries on December 31st and January 1st alone.
- Almost one-quarter of all Christmas tree fires are caused by the tree being placed too close to a heat source.
- Each year, holiday decorations and Christmas trees account for almost 2,000 fires and cause more than $41 million in property damage (NFPA).
- The number of children killed or injured by fires more than doubles during the holiday months.
- Though the majority of homeowners have smoke detectors, 24 percent have not replaced the batteries within the last two years.
- Every year, hospital emergency rooms treat about 12,500 people for injuries such as falls, cuts, and shocks related to holiday lights, electrical decorations, and Christmas trees (CPSC).
- More than 20 percent of Americans do not turn off holiday electrical decorations and lights before going to sleep or leaving the house.

The **Electrical Safety Foundation International (ESFI)** is dedicated exclusively to promoting electrical safety. ESFI is a 501(c)(3) organization funded by electrical manufacturers and distributors, independent testing laboratories, utilities, safety and consumer groups, and trade and labor associations. ESFI sponsors National Electrical Safety Month every May, and engages in public education campaigns and media outreach to help reduce property damage, injury and death caused by electrical accidents.

ESFi
Electrical Safety Foundation International

SMOKE ALARMS

Install Them, Test Them, Protect Your Family

You have **about 3 minutes to escape** during a fire.
A working alarm can give you life-saving time to get the kids and get out of the house safely.

- Smoke alarms save lives. People die in fires where there are no alarms in the home.
- Replace the batteries once a year and buy new alarms every 10 years.
- Test all alarms each month.
- Install alarms on every floor and in every bedroom.

U.S. Consumer Product Safety Commission
CPSC hotline: 800–638–2772
and 800–638–8270 (TTY)

NEIGHBORHOOD SAFETY NETWORK
A PROJECT OF THE U.S. CONSUMER PRODUCT SAFETY COMMISSION

Sign up to receive free NSN safety alerts and posters at

www.cpsc.gov

NSN–08–1

HOW does the flu spread?

- ✓ **When a person with the flu sneezes, coughs, talks, or laughs,** the flu virus can spread into the air as droplets from their mouth or nose. These droplets can spread to people and surfaces within 3 to 6 feet.
- ✓ **The flu virus can spread to your hands if you touch anything that has the virus on it.** If you then touch your eyes, nose, or mouth, you can get the flu.

A FLU SHOT IS THE BEST WAY TO PROTECT YOURSELF AGAINST THE FLU.

GET YOUR FLU SHOT HERE:

Infection: Don't Pass It On

www.publichealth.va.gov/InfectionDontPassItOn

Department of Veterans Affairs

FAA Safety Team | Safer Skies Through Education

A&P Certificate Replacement
Notice Number: NOTC4449

If you have already replaced your paper A&P certificate, then this message is not for you. On the other hand, if your A&P certificate is still printed on paper, please read carefully.

The FAA is under a mandate to replace all paper certificates with plastic certificates. If you do not replace your paper certificate on or before March 31, 2013, you will no longer be able to exercise your privileges!

All certificated Airmen, including mechanics, repairmen, pilots, etc., are required to replace their paper copy with a plastic copy, or they will no longer be able to exercise the privileges of that certificate.

The best way to get a new replacement certificate is to follow the instructions at http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/.

The replacement cost is $2.00, unless you still have your Social Security Number on your certificate and you ask to have it removed.

Avoid the Rush! Apply today!

The Official Safety Newsletter of the Civii Air Patrol-December 2012

VISIT US ON THE WEB
WWW.GOCIVILAIRPATROL.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.

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.

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High Visibility Safety Apparel

CAPR 62-1 Policy: All Safety Vests or Safety Apparel worn by CAP members must meet the American National Standards Institute, Inc (ANSI) Class 2 or Class 3 requirements. To ensure compliance with federal law, CAP members must comply with this anytime duties exposed them to public vehicular traffic such as directing traffic, investigating crashes, handling lane closures, obstructed roadways and disasters within the vehicle traffic lanes.

FAR AWAY

CLOSER

NO REACTION TIME

The above photos were taken at three different distances to provide that picture that is worth a 1000 words. ANSI Class 2 (or 3) safety vests or apparel is a requirement for the above reason. CAP's missions can vary and can be unpredictable, but you can be prepared. Compliance is safety of life.

Examples of what approved safety apparel (Class 2 or 3) can give CAP members:

- Greater visibility during inclement weather and at night
- 360-degree visibility; meaning wearer can be seen from all sides
- Class III: Identifiable conspicuous body motions at a minimum of ¼ mile as a person