Newport News Composite Squadron
Jan 2009 Safety Briefing

1. National Safety Council (NSC) Safety Calendar
   National Radon Action Month – 1 – 31 Jan

2. Aviation Safety
   Over The Airwaves Article – "Resist that overwhelming temptation!!!"
   AOPA Flight Training Magazine Article – "The impossible turn"
   AOPA Safety Brief – "In-Flight Emergencies: Forced Landings"
   Over The Airwaves Article – "Lifesaving Exercise – Practice it often!"

3. Driving Safety
   VA DMV – Aggressive Driving
   NSC – What to do if your car catches fire
   NSC – Tips for Driving with ABS (Anti-Lock Braking System)

4. Bodily Injury
   NSC - Develop a safe exercise program
   National Candle Association - Candle Safety Rules
   Ready Virginia - Generators and Space Heaters
   Local Baby in Car

5. Risk Management
   Navy safety email – Hiker
   Local Hunting Accident

6. Jan Sentinel – Not available

JANUARY 2009

January 1 - 31	**National Radon Action Month**	Environmental Protection Agency in participation with the National Safety Council	(800) SOS-RADON Kristin Marstiller (202) 293-2270 ext. 469	**epa.gov NSC Issues, Radon**

National Safety Council

Radon

What is radon?

Radon is a radioactive gas. It is colorless, odorless, tasteless, and chemically inert. Unless you test for it, there is no way of telling how much is present.

Radon is formed by the natural radioactive decay of uranium in rock, soil, and water. Naturally existing, low levels of uranium occur widely in Earth's crust. It can be found in all 50 states. Once produced, radon moves through the ground to the air above. Some remains below the surface and dissolves in water that collects and flows under the ground's surface.

Radon has a half-life of about four days—half of a given quantity of it breaks down every four days. When radon undergoes radioactive decay, it emits ionizing radiation in the form of alpha particles. It also produces short-lived decay products, often called progeny or daughters, some of which are also radioactive.

Unlike radon, the progeny are not gases and can easily attach to dust and other particles. Those particles can be transported by air and can also be breathed.

The decay of progeny continues until stable, non-radioactive progeny are formed. At each step in the decay process, radiation is released.

Sometimes, the term radon is used in a broad sense, referring to radon and its radioactive progeny all at once. When testing measures radiation from the progeny, rather than radon itself, the measurements are usually expressed in working level (WL) units. When radiation from radon is measured directly, the amount is usually expressed in picocuries per liter of air (pCi/L).

What health effects are associated with radon exposure?

The Surgeon General has warned that radon is the second leading cause of lung cancer in the United States. There are currently no conclusive data on whether children are at greater risk than adults from radon. No specific subtype of lung cancer is associated with radon exposure.

Only smoking causes more cases of lung cancer. If you smoke and you are exposed to elevated radon levels, your risk of lung cancer is especially high. The U.S. Environmental Protection Agency (EPA) provides radon risk comparison chartsfor people who smoke and those who have never smoked. Stop smoking and lower your radon level to reduce your lung cancer risk.

Radon gas decays into radioactive particles that can get trapped in your lungs when you breathe. As they break down further, these particles release small bursts of energy. This can damage lung tissue and lead to lung cancer over the course of your lifetime. Not everyone exposed to elevated levels of radon will develop lung cancer, and the amount of time between exposure and the onset of the disease may be many years.

Breathing radon does not cause any short-term health effects such as shortness of breath, coughing, headaches, or fever.

Research suggests that swallowing water with high radon levels may pose risks, too, although risks from drinking water containing radon are much lower than those from breathing air containing radon. A NAS report on radon in drinking water, "Risk Assessment of Radon in Drinking Water," was released in 1999. It concluded drinking radon in water causes about 19 stomach cancer deaths per year.

What is the "acceptable" level of radon in air?

The EPA states that any radon exposure carries some risk; no level of radon exposure is always safe. However, EPA recommends homes be fixed if an occupant's long-term exposure will average 4 picocuries per liter (pCi/L) or higher.

What is a "picocurie" (pCi)?

A pCi is a measure of the rate of radioactive decay of radon. One pCi is one trillionth of a Curie, 0.037 disintegrations per second, or 2.22 disintegrations per minute. Therefore, at 4 pCi/L (picocuries per liter, EPA's recommended action level), there will be approximately 12,672 radioactive disintegrations in one liter of air during a 24-hour period.

What is a "working level" (WL)?

Some devices measure radiation from radon decay products, rather than radiation coming directly from radon. Measurements from these devices are often expressed as WL. As noted above, conversions from WL to pCi/L are usually approximate. A level of 0.02 WL is usually equal to about 4 pCi/L in a typical home.

If a working level (WL) value is converted to a radon level (pCi/L), the conversion is usually approximate and is based on a 50 percent equilibrium ratio. If the actual equilibrium ratio is determined (which is rare), it should be stated. The 50 percent ratio is typical of the home environment, but any indoor environment may have a different and varying relationship between radon and its decay products.

Technically speaking, 1 WL represents any combination of short-lived radon decay products in one liter of air that will result in the ultimate emission of 1.3 x 105 MeV of potential alpha energy.

How often is indoor radon a problem?

Nearly one out of every 15 homes has a radon level EPA considers to be elevated—4 pCi/L or greater. The U.S. average radon-in-air level in single family homes is 1.3 pCi/L. Because most people spend as much as 90 percent of their time indoors, indoor exposure to radon is an important concern.

How does radon get into a building?

Most indoor radon comes into the building from the soil or rock beneath it. Radon and other gases rise through the soil and get trapped under the building. The trapped gases build up pressure. Air pressure inside homes is usually lower than the pressure in the soil. Therefore, the higher pressure under the

building forces gases though floors and walls and into the building. Most of the gas moves through cracks and other openings. Once inside, the radon can become trapped and concentrated.

Openings which commonly allow easy flow of the gases in include the following:

- Cracks in floors and walls
- Gaps in suspended floors
- Openings around sump pumps and drains
- Cavities in walls
- Joints in construction materials
- Gaps around utility penetrations (pipes and wires)
- Crawl spaces that open directly into the building

Radon may also be dissolved in water, particularly well water. After coming from a faucet, about one ten thousandth of the radon in water is typically released into the air. The more radon there is in the water, the more it can contribute to the indoor radon level.

Trace amounts of uranium are sometimes incorporated into materials used in construction. These include, but are not limited to concrete, brick, granite, and drywall. Though these materials have the potential to produce radon, they are rarely the main cause of an elevated radon level in a building.

Outdoor air that is drawn into a building can also contribute to the indoor radon level. The average outdoor air level is about 0.4 pCi/L, but it can be higher in some areas.

While radon problems may be more common in some geographic areas, any home may have an elevated radon level. New and old homes, well-sealed and drafty homes, and homes with or without basements can have a problem. Homes below the third floor of a multi-family building are particularly at risk.

Can the radon level in a building's air be predicted?

No, it is not possible to make a reliable prediction.

The only way to determine the level is to test. EPA and the Surgeon General recommend testing all homes below the third floor for radon.

A map of radon zones has been created to help national, state, and local organizations to target their resources and to implement radon-resistant building codes. However, the map is not intended to be used for determining if a home in a given zone should be tested for radon. Homes with elevated levels of radon have been found in all three zones.

In addition, indoor radon levels vary from building to building. Do not rely on radon test results taken in other buildings in the neighborhood—even ones next door—to estimate the radon level in your building.

Resist that overwhelming temptation!!!

Any pilot who has encountered an engine problem immediately after takeoff has experienced that overwhelming instinct to snap a 180 degree course reversal and return to the airport. Sadly, following this instinct is likely to produce fatal results.

For example, a turbocharged Cessna 210 took off on Runway 6 from Teterboro Airport in New Jersey. Witnesses observed a sharp reduction in power as the airplane's gear was coming up midpoint over the airport. The aircraft suddenly rolled left, then right as the pilot was apparently looking for a place to put down on the airport surface.

He made one more steep turn and the airplane stalled, entered a spin, then slammed into the ground on the northeast corner of the airport. The airplane was consumed with fire. Needless to say, the pilot died in the wreck. Fortunately, there were no passengers aboard.

Choices are few

While Teterboro is arguably one of the worst airports to experience an engine failure on takeoff because of its surrounding urbanization, tall buildings, and city streets, attempting a 180 degree turn back to the airport is typically the least desirable option. The risk of a stall/spin is simply too great.

The better choice (and one prescribed in the Cessna 210 POH) is to establish an 85 knot speed and land straight ahead. In this accident scenario, finding a four-lane highway and settling in between the moving cars possess far less risk than a return to the airport.

Exceptions apply

As with all things aviation, there are exceptions to every prescribed procedure (though many of my CFI colleagues disagree). For example, malfunctioning engines on takeoff sometimes do not quit. Instead, the only malady may be severe engine roughness, coughing, or sputtering. Despite this, the engine is still developing power.

In such cases, re-entering the traffic pattern and making a normal, albiet quick, approach to landing could be a better procedure than continuing away from the departure airport.

NTSB Report

AOPA Flight Training Magazine

December 2008

Instructor Report

ASF Safety Spotlight

The impossible turn

It's the stuff of nightmares. You launch uneventfully, engine roaring at full power during the initial climb. Everything seems fine until you reach 500 feet agl, and then-silence. The engine quits.

With back-pressure and right rudder from the climb still applied, the aircraft quickly decelerates toward an uncoordinated stall. You correct just in time, pitching down for best glide. The windscreen fills with rapidly approaching terrain. Behind you lies a mile of smooth, level pavement, beckoning like a siren's song. Your mind races. The call grows louder. Slamming the yoke hard left you succumb and begin the "impossible turn."

On October 28, 2006, a Vans RV-6 experienced a loss of engine power on climbout from Turlock Municipal Airport in Turlock, California. While the pilot was maneuvering in an attempt to return to the runway, the aircraft stalled and struck the ground. The pilot and a passenger were seriously injured.

The aircraft took off from Runway 30 at 4 p.m. for a local VFR flight. The pilot configured the airplane for the initial climb. After reaching about 500 feet agl, the engine lost power and the airspeed dropped. The pilot began a turn back toward the runway. The airplane stalled, and the pilot attempted to recover. The airplane entered a secondary stall, descended rapidly, and crashed. A post-accident examination of the engine revealed spark plug fouling and other factors that contributed to the loss of engine power. The NTSB cited broken piston rings as the cause of the mechanical failure. The crash was attributed to the pilot's failure to maintain adequate airspeed while maneuvering for a forced landing, which resulted in a stall.

The return-to-airport maneuver has been labeled the "impossible turn" with good reason: It requires substantial altitude and involves aggressive maneuvering. Taken by surprise, pilots often fail to maintain airspeed and end up having stall/spin accidents. For a gliding aircraft attempting to maintain airspeed, any banking of the wing will increase the sink rate. Meanwhile, stall speed increases with angle of bank. For a crippled airplane already flying low and slow, this combination of lost altitude and rising stall speed can quickly turn a bad situation into a tragic one.

Unless the airplane is close to pattern altitude, or the pilot has already started a turn when the engine fails, it's generally safer to land within the area visible out the windscreen. Maintaining control of the airplane all the way to the ground, even if landing off airport, greatly increases the chances of walking away from a mishap.

The accident pilot and his passenger were very fortunate to survive this crash. With the benefit of hindsight, the pilot told the NTSB that the accident "could have been prevented if he had more engine-out practice." Words of wisdom for us all. For more information, take the AOPA Air Safety Foundation's online course Essential Aerodynamics: Stalls, Spins, and Safety **(www.asf.org/aerodynamics)**.

An aviation technical writer with the AOPA Air Safety Foundation, Carl Peterson creates interactive courses and other safety education materials for the aviation community. He has been flying since 1989.

By Carl Peterson

AOPA Magazine

February 1999 Volume 42 / Number 2

In-Flight Emergencies

Forced Landings

By Peter A. Bedell

What to do after your airplane becomes a glider

Forced landings are one of the most feared scenarios that run through a pilot's mind. It's understandable since, following an engine failure, the pilot loses much control of the vertical dimension of flight. Face it, you're going down and all responsibility lies on you to make the outcome survivable.

Immediate Action Items

1. **Airspeed — BEST GLIDE**
2. **Mixture — IDLE CUT OFF**
3. **Fuel — OFF**
4. **Master — OFF**
5. **Magnetos — OFF**
6. **Doors — UNLATCH — prior to touchdown**

In this article we will assume that you have already determined that the engine cannot be restarted and you've either contacted or attempted to contact air traffic control (ATC) in order to get some help after the inevitable landing (see "**In-Flight Emergencies: Engine Out**," January *Pilot*). You've likely had either a catastrophic engine failure or some form of pilot-induced failure such as fuel starvation or exhaustion.

Working on your side is the fact that forced landings are usually very survivable. According to a recent study in the *Journal of the American Medical Association,* only 5.2 percent of forced landings result in pilot fatality. In 69 percent of the crashes there were no injuries at all. Given these statistics and provided that you are over relatively benign terrain, you and your passengers' chances of walking away unscathed are good. Even at night or in relatively low IFR conditions, if your emergency landing spot is in a harvested wheat field, you'll probably be fine.

Then there are the psychological factors. Unless you've "been there, done that," chances are that a bona fide engine failure will add an element of surprise and anxiety that wasn't present when your instructor simply pulled the throttle back to idle in the traffic pattern. The key to surviving the forced landing is not listed on any checklist — don't panic. Once panic sets in, a pilot is more likely to lose control of the airplane, which exponentially lowers the chances of survival. Think of what needs to be done to survive, not "Why me?" or "What's going to come of my pretty little airplane?"

Know and nail the speed

In your troubleshooting to figure out why the engine quit, don't dally around the cockpit oblivious to your piloting duties. Nail the best-glide speed. It should be on the emergency checklist. Look it up in your pilot's operating handbook and remember it.

Should you climb to slow the airplane to best glide-speed? No. If the airplane hasn't already slowed to or beyond the best-glide speed by the time you've realized that you have a real problem, there's not much use in trying to climb a few feet to "buy some more time." If anything, the energy wasted by pulling more than one G to establish a climb negates the supposed gain in glide time. If you don't know the best-glide speed, shoot for a speed at or near the best-rate-of-climb airspeed — they are usually very close.

Once you're established at or near the best-glide speed, you can fine-tune the efficiency of your glide based on indicated rate of descent on the vertical speed indicator. At light weights, the best-glide speed of a Cessna 172 can be a full five knots slower than that published. Once the speed is nailed, trim the airplane to fly hands off to allow yourself time to troubleshoot the problem or find a suitable landing spot.

Where's the nearest airport?

Got a GPS or loran? Put it to work for you. Most lorans and GPS units have a nearest-airport function. These units list the bearing and distance to the airport; many may offer the orientation and length of the longest runway. Scroll through the choices to find the nearest suitable field. Sometimes there are plenty, sometimes there may be none within gliding distance.

Keep in mind the winds aloft if you're going to try to glide to an airport. If you were clawing your way into a 25-knot headwind before the engine quit and there are suitable airports five miles ahead and seven miles behind, your best bet is the one behind you. Turn around and your 75-knot glide speed provides a 100-knot groundspeed instead of 50 knots. Of course, you'll need to maneuver back into the wind for the slowest possible touchdown.

Stopping the prop

Stopping the propeller can add some length to your glide since the drag produced by a windmilling prop attached to the weight of a now-dead engine will be eliminated. However, this maneuver should be considered only if you're at an altitude high enough to negate the effects of bringing the airplane to the brink of a stall to get the propeller to stop windmilling. If you're below 5,000 feet agl, we see no value in attempting this maneuver (see "Stopping the Propeller," January 1995 *Pilot*). Of course, if the engine seized, then the propeller will already be stopped.

For airplanes equipped with constant-speed propellers more glide distance can be obtained by simply pulling the prop control to the low-rpm/high-pitch position to minimize drag. Of course, if the engine has lost oil pressure, the propeller control probably won't work. Most propellers revert to the high-rpm/low-pitch setting if oil pressure is lost. This, unfortunately, creates the most drag.

Gear up or down?

For those of you who have a choice, should the gear be up or down? It depends mostly on the terrain upon which you will land. A road, smooth dry field, or other inviting terrain could make a gear-down landing very successful.

Forget all the heroic stories of the pilot who "saved the airplane" by making a successful forced landing with the gear down. If it looks doubtful, leave the gear up. Occupants who are strapped in fare quite well when the force of the crash is forward. If the gear is down and the airplane rolls through deep mud and flips on its back, you've lessened your chances of survival and done a lousy job of "saving the airplane."

Check your airplane's POH for gear position. In a situation where a forced landing is made with an excessive sink rate, the landing gear could help to absorb that spine-crushing initial contact. Keep in mind, however, that if a landing gear gets torn off a low-wing airplane it could take a fuel tank with it, increasing the chance of a fire.

Other preparations

Despite the flurry of thoughts running through your head as you glide back down to the surface, you need to consider what will happen during and after the crash. Prepare the occupants. Those with lap belts only should be in the head-down crash position and belted around the hips as tightly as possible. This position is extremely useful for rear-seat occupants in some Cessnas since the extended flaps may penetrate the cabin at head level as the wings shear off. Front seaters should slide their chairs back (making sure that they're locked in place) to provide more distance between them and the instrument panel. Shoulder harnesses, if equipped, should be as tight as they can possibly be.

The worst thing that can happen is a fire. Since most GA airplanes lack a fuel dump valve, the only thing you can do is shut off the fuel valve, turn off the pumps, and, in some airplanes, pull the firewall air-control knob that will hopefully prevent any flames in the engine compartment from spreading to the cabin through the heating ducts.

Of course, a fire needs an ignition source, so it's best to start eliminating the possible sources as you near your landing point. Don't turn off the master switch prematurely because your transponder is giving out valuable information to ATC, as is the GPS to you. You may also have electrically operated flaps and landing gear that need to be lowered. Aim to kill the master switch somewhere in the last few hundred feet of the glide. If it's night and you're heading for rough terrain, it's best to leave the landing lights on for any last-second maneuvering that may be required. But the goal is still to turn the master off before impact.

A hot engine could be a source of ignition as well, so anything you can do to cool it down would be advantageous. Open the cowl flaps to bring in more cooling air to the engine. If the distance of the glide is critical or the terrain is friendly enough for a normal landing, this step should be eliminated in the interest of a longer glide.

Most POHs suggest opening the cabin doors prior to impact. This is another preparation move to ensure that occupant egress is expeditious. It is assumed that a crash will warp the airframe to some degree and possibly wedge the door shut. There's also the chance that the airplane could come to rest on the side with the only door. If that's the case, a swift kick to a baggage door or window should get you free. Most canopy-equipped airplanes have a crash ax that makes a great tool for breaking open a canopy that's wedged shut. In fact, it's a good tool for any aircraft.

Rough terrain

For those of us with Murphy on our side, an engine failure may not occur over nice, flat terrain — or any terrain, for that matter. Ditchings will be the subject of another article in the "In-flight Emergency" series later this year. Keep in mind, since most of the country is in the dead of winter now, that frozen bodies of water make great landing spots, provided you're sure that the ice is thick enough to support a few thousand pounds of airplane.

The most important reminders here are to hit the ground or obstacle at the slowest possible speed, under control, and allow the airplane and obstacles to absorb the impact. Lower the flaps and leave the gear up, or configure the airplane as the POH suggests. Single-engine trainers benefit from low stall speeds that liken the impact to that of a 35-mph car accident. Add a stiff headwind into the brew and the landing could be even slower. High-performance singles will touch down much faster, but they are generally built stronger than the trainers.

Forced landings into wooded areas are tricky, depending on the thickness of the forest. Your best defense is to continue your controlled glide into the treetops. If the trunks or large limbs are visible, aim the fuselage between them to allow the wings to shear off and absorb the energy. Again, it's preferable to have a forward impact rather than a downward one, as would probably happen if you attempted to stall the airplane just above the treetops, a procedure that has worked but relies more on luck than anything else.

According to the book *How to Crash an Airplane and Survive*, by Mick Wilson, in mountainous terrain, it may be advantageous to land on *gently* upsloping terrain. Wilson recommends approaching at maneuvering speed and flaring so as to achieve a nose-up angle that parallels the slope of the terrain. Landing a little fast is better than stalling the airplane at an angle of attack that doesn't parallel the slope, he says. In mountainous or desert terrain it is advantageous to fly near roads, use some sort of flight following, and have an emergency survival kit on board.

No doubt there are many things to consider here, and in the heat of the moment, the typical general aviation pilot will not remember everything.

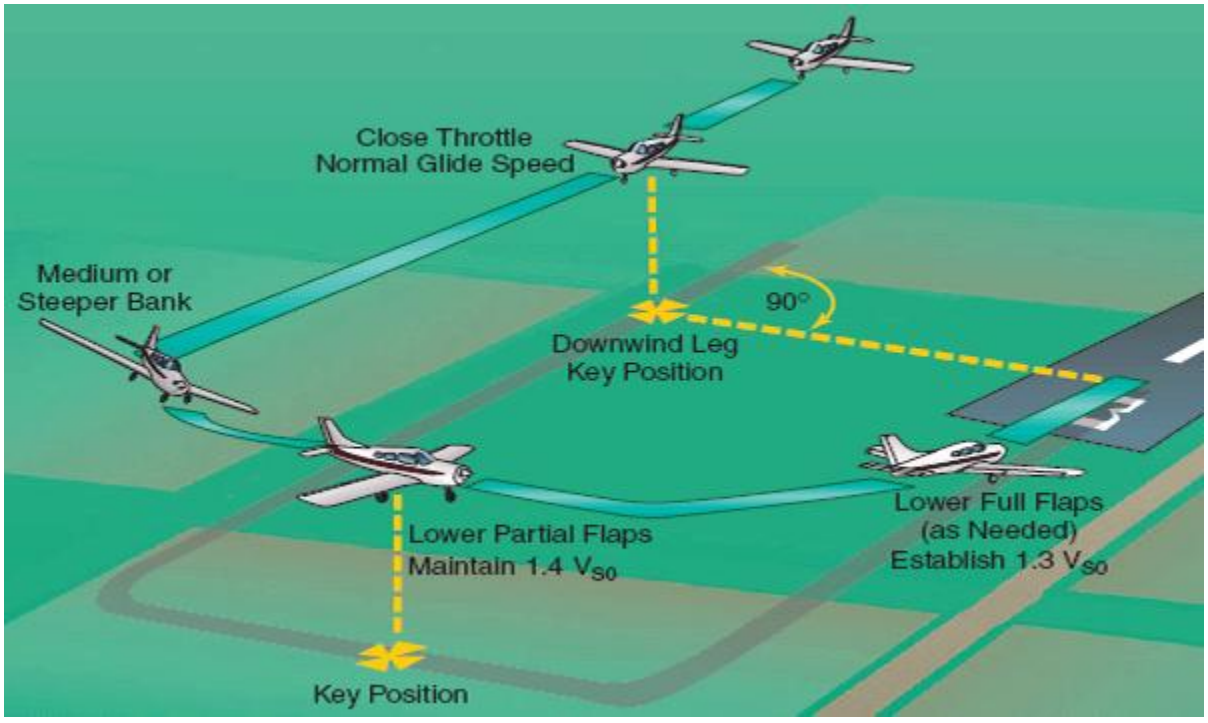
The most important things are to not panic and to think about what needs to be done to effect a prompt rescue. With these tasks in mind, you won't have much time for panic. In the meantime, rest assured that you control the most likely source of engine failure — getting fuel to the engine. If you can control that, your odds of an off-airport landing are greatly reduced.

For further reading on forced landings, pick up a copy of Mick Wilson's How to Crash an Airplane and Survive *(telephone 970/667-3040; **www.crashandsurvive.com**). Links to all Web sites referenced in this issue can be found on AOPA Online (**www.aopa.org/pilot/links/links9902.shtml**).*

Lifesaving Exercise - Practice it often!

If you have ever have thoughts about your engine quitting in flight, here's an exercise that will put your mind to ease. It's called the 180 degree power-off landing.

As illustrated below, this exercise begins on the downwind leg of the traffic pattern. Abeam the approach end of the runway, at a point we call the key position, we reduce the power to idle (to simulate an engine failure).



We adjust the pitch to produce an airspeed equal to 1.4 times our stall speed in the landing configuration (Vso). From there we complete the base and final leg turns, add flaps as needed, and gently land on the runway touchdown zone.

But what if I lose my engine someplace other than on the downwind leg of the traffic pattern?

The key feature of this exercise is that it enables us to mentally convert any emergency landing site into an imaginary airport. We look down, locate a suitable landing site, then establish a descending spiral turn so as to arrive at the key position on the imaginary downwind leg at 1,000' AGL. From there, we simply repeat what we've been practicing.

Works every time!

Caution: Exercise extreme care when practicing this maneuver over unfamiliar terrain! In fact, it's best to do it over an actual airport.

Virginia Department of Motor Vehicles

Aggressive Driving

Aggressive driving is becoming a growing issue in Virginia, but, just what is aggressive driving? We've all seen it. It's the driver who speeds, weaves in an out of traffic, doesn't use turn signals and uses "hand gestures" that are less than polite.

Aggressive Driving Resources

- **FAQ's**
- **Highway Safety Plan**
- **Multimedia**
- **Related Links**
- **Virginia Highway Safety Office Contacts**

Find out more...

- **A Different Kind of Crash Course**
- **Drinking and Driving**
- **Driver Improvement Clinics**
- **Sign Up for RSS Feeds**

What if I encounter an aggressive driver?

- Always make sure you and everyone in the vehicle is buckled up. That is the best defense against an aggressive driver.
- Do not engage the other driver.
- Do not react to provocation.
- Do not make eye contact, or make any gestures to further aggravate the situation.
- Do your best to get away from the driver safely.
- Call local law enforcement or dial #77 on the interstate to report the aggressive driver to the state police. Be prepared to provide a description of the driver's vehicle, location, direction of travel and license plate number.
- If you are followed, drive to a police station or a busy public place. Do not drive home or get out of your car.
- Ignore gestures and refuse to return them.
- If an aggressive driver is involved in a crash farther down the road, stop a safe distance from the crash scene, wait for the police to arrive, and report the driving behavior that you witnessed.

To avoid being an aggressive driver:

- Allow plenty of time to get to your destination and plan your journey to avoid rush hours.
- Improve the comfort in your vehicle and understand that you cannot control the traffic.
- Don't drive when you are angry.
- Listen to soothing music when you drive.
- Listen to traffic and weather reports to learn of potential delays and hazards.

To be a courteous driver:

- Do not tailgate.
- Use your horn sparingly.
- Do not block the passing lane.
- Provide appropriate distance when changing lanes after passing another vehicle.
- Use your signals to indicate a turn or lane change.
- Concentrate on your driving, not on your cell phone, stereo, passengers or other distractions.
- Avoid unnecessary use of your high beam headlights.

National Safety Council

What To Do If Your Car Catches on Fire

A fire in one's car or other motor vehicle is a frightening situation which can quickly involve great personal danger to vehicle occupants and bystanders. Although every vehicle fire incident will have certain unique factors present at the time, the National Safety Council offers the following step-by-step general suggestions on what to do if your car (or other motor vehicle) catches on fire.

While you are moving on a roadway:

1. Signal your intentions and move to the right lane.
2. Get onto the shoulder or breakdown lane.
3. Stop immediately.
4. Shut off the engine.
5. Get yourself and all other persons out of the vehicle.
6. Get far away from the vehicle and stay away from it. Keep onlookers and others away.
7. Warn oncoming traffic.
8. Notify the fire department.
9. Don't attempt to try to put out the fire yourself. (The unseen danger is the possible ignition of fuel in the vehicle's tank.)

While the vehicle is stopped in traffic or parked:

1. Shut off the engine.
2. Get far away from the vehicle.
3. Warn pedestrians and other vehicles to stay away.
4. Notify the fire department.
5. (See No. 9 above).

In all vehicle fire situations, the first thing to think about is personal safety; any vehicle can be replaced—humans cannot. Think and act quickly, in the safest way possible.

National Safety Council

Tips for Driving with ABS (Anti-Lock Brake Systems)

Four-wheel ABS is a safe, effective braking system when used properly. It offers an important safety advantage by preventing the wheels from locking during emergency braking situations, allowing drivers to maintain control over steering and operate vehicles more effectively. To take full advantage of the maximum safety benefits drivers must learn how to operate their anti-lock brake systems correctly. The National Safety Council shares the following recommendations.

Do	Don't
...keep your foot on the brake. Maintain firm and continuous pressure on the brake while steering to enable four-wheel ABS to work properly. Avoid pumping the brake, even if the brake pedal is pulsating. In light trucks that are equipped with rear-wheel anti-lock brakes, however, the front wheels can still lock up the same as conventional brakes. If that happens, the driver should ease up on the brake pedal with just enough pressure to allow the front wheels to roll again so you can steer.	...drive an ABS-equipped vehicle more aggressively than vehicles without ABS. Driving around curves faster, changing lanes abruptly or performing other aggressive steering maneuvers is neither appropriate nor safe with any vehicle.
...allow enough distance to stop. Follow three seconds or more behind vehicles when driving in good conditions. Allow more time if conditions are hazardous.	...pump the brakes. In four-wheel ABS-equipped vehicles, pumping the brake turns the system on and off. ABS pumps the brakes for you automatically, at a much faster rate, and allows better steering control.
...practice driving with ABS. Become accustomed to pulsations that occur in the brake pedal when ABS is activated. Empty parking lots or other open areas are excellent places to practice emergency stops.	...forget to steer. Four-wheel ABS enables drivers to steer in emergency braking situations, but the system itself does not steer.
...consult the vehicle's owner's manual for additional driving instructions on the anti-lock brake system.	...be alarmed by mechanical noises and/or slight pedal pulsations while applying the brake in an ABS-equipped vehicle. These conditions are normal and let the driver know ABS is working.
...know the difference between four-wheel and rear-wheel ABS. Four-wheel ABS is generally found on passenger cars and is designed to maintain steerability in emergency braking situations. Rear-wheel ABS, found exclusively on light trucks, is designed to maintain directional stability and prevent the vehicle from skidding sideways.	

Tips for driving with ABS

Always "brake and steer" when using four-wheel anti-lock brakes. With ABS, all you have to do is "brake and steer". With four-wheel ABS, push the brake pedal while steering normally and keep your foot firmly on the brake pedal until the car comes to a complete stop. Don't take your foot off the brake pedal or pump the brakes, because that will disengage the anti-lock system.

Remember that you can steer while you are braking with four-wheel anti-lock brake systems. Steer clear of hazards while keeping your foot firmly on the brake pedal. Be aware that your vehicle will not turn as quickly on a slippery road as it would on dry pavement.

Drive safely, because your anti-lock brakes are only as good as the driver using them. Anti-lock brakes cannot compensate for driving faster, more aggressively, or maintaining unsafe following distances. They cannot guarantee recovery from a spin or skid prior to an emergency braking situation. Avoid extreme steering maneuvers while your anti-lock brake system is engaged.

Expect noise and vibration in the brake pedal when your anti-lock brakes are in use. These sensations tell you the ABS system is working properly.

Anti-lock brake systems can stop more quickly than conventional brakes on wet paved surfaces and on icy or packed snow-covered roads. Stopping distances can be longer on loose gravel or freshly fallen snow, although drivers won't experience the lock-up of the wheels usually associated with conventional hard braking. Therefore, drivers will still have the ability to steer around objects in front of them—such as another car.

Know that there is a difference between four-wheel and rear-wheel ABS. Four-wheel ABS prevents wheel lock on all four wheels giving the driver improved control over steering. Drivers of four-wheel ABS cars should step firmly on the brake in an emergency stopping situation and keep their foot on the pedal.

In light trucks that are equipped with rear-wheel ABS, however, the front wheels can still lock up the same as with conventional brakes. If that happens, the driver should ease up on the brake pedal with just enough pressure to allow the front wheels to roll again so the driver can steer.

It's easy to find out whether your car has anti-lock brakes. To determine if your car has anti-lock brakes, look for an illuminated ABS symbol on your dashboard immediately after starting the engine, check your owner's manual, or ask your dealer.

National Safety Council

Develop a safe exercise program

An exercise program, if conducted properly, will increase your energy level, reduce stress, help you fight disease and allow you a better night's sleep. Consider these suggestions from the National Safety Council to help you develop a safe exercise program.

Begin your program by evaluating your current fitness level.

If you are under the age of 35, in good health and are relatively active, it may be fairly safe to embark on an exercise program on your own. If you are over 35 or a smoker you may want to consult a physician before starting a program.

Gradually ease into your regimen, particularly if you have not exercised on a regular basis for some time. Set reasonable goals and monitor your progress—being careful not to do too much too soon. Listen to your body; it will tell you if you are over-extending yourself.

A well-rounded workout should include exercises that address five fitness areas: muscle strength, muscle endurance, flexibility, weight control and cardiovascular endurance.

Weight lifting and other resistance exercises help to build muscle strength. Stretching exercises increase flexibility. And aerobic exercises such as dancing, jogging or swimming, will develop muscle and cardiovascular endurance as well as aid weight loss.

Always begin your workout with a warm up and end with a cool down.

Taking time for exercise is a smart investment in a healthy body and a healthy mind!

Are You In "Safety Shape"?

Safety on the aerobics floor is an important topic, one your body will appreciate.

The National Safety Council offers the following suggestions to keep your body in "safety shape."

Not all instructors are certified to teach. The acronyms IDEA, AFAA and ACSM verify that an aerobics instructor has completed exercise and aerobics courses and has passed an exam. Find out if your health club hires instructors with these credentials.

Look at the flooring. Veneer flooring is least desirable, and it's hard to move around on carpeting. Wood flooring with spring to it is best. Be sure the surface isn't slippery since you can fall easily.

Footwear is key. A dedicated aerobics participant could easily replace shoes every two or three months. A good shoe needs proper heel and mid-foot support. Otherwise, you could develop painful "shin splints," sprain your ankle or twist a foot. You need an aerobics shoe just as you would a tennis shoe or a running shoe. When you run, for instance, your foot lands "heel, toe," But in aerobics, your foot lands "toe, heel." So the support is different, and, as a result, the width of the sole needs to be appropriate for the activity.

National Candle Association

Candle Safety Rules

The National Candle Association urges consumers to follow these rules for candle safety.

Always keep a burning candle within sight. Extinguish all candles when leaving a room or before going to sleep.

Never burn a candle on or near anything that can catch fire. Place candles away from drapes, bedding, carpets, books, paper, flammable decorations, etc.

Keep candles out of the reach of children and pets. Don't place lighted candles where they might be knocked over by children or pets.

Trim candlewicks to ¼ inch each time before burning. Long or crooked wicks cause uneven burning and dripping.

Always use a candleholder specifically designed for candle use.
The holder should be heat resistant, sturdy and large enough to contain drips or melted wax.

Be sure the candleholder is placed on a stable, heat-resistant surface.
This will also help prevent possible heat damage to underlying surfaces and prevent glass containers from cracking or breaking.

Keep the wax pool free of wick trimmings, matches and debris at all times.
Always read and follow the manufacturer's use and safety instructions carefully.
Don"t burn a candle longer than the manufacturer recommends.

Keep burning candles away from drafts, vents, ceiling fans and air currents.
This will help prevent rapid, uneven burning, and avoid flame flare-ups and sooting.
Drafts can also blow lightweight curtains or papers into the flame where they could catch fire.

Always burn candles in a well-ventilated room.
Don't burn too many candles in a small room or in a "tight" home where air exchange is limited.

Don't burn a candle all the way down.
Extinguish the flame if it comes too close to the holder or container. For a margin of safety, discontinue burning a candle when 2 inches of wax remains or ½ inch if in a container.

Never touch or move a burning candle when the wax is liquid.

Never use a knife or sharp object to remove wax drippings from a glass holder.
It might scratch, weaken, or cause the glass to break upon subsequent use.

Place burning candles at least three inches apart.
This ensures they won't melt one another, or create drafts that can cause the candles to flare.

Use a snuffer to extinguish a candle. It's the safest way to prevent hot wax splatters.

Never extinguish candles with water.
The water can cause the hot wax to splatter and might cause a glass container to break.

Be very careful if using candles during a power outage. Flashlights and other battery-powered lights are safer sources of light during a power failure.

Make sure a candle is completely extinguished and the wick is no longer glowing before leaving the room.

Extinguish a candle if it flickers repeatedly, smokes, or the flame becomes too high.
The candle isn't burning properly. Let it cool, trim the wick, check for drafts and then re-light.

Never use a candle as a night light.

Generators & Space Heaters

Generator Safety

- Always read the label on your generator and the owner's manual. Follow all instructions.
- Generators make an invisible, odorless gas called carbon monoxide, or CO, that can kill you. To avoid CO poisoning, operate generators outdoors only in a well-ventilated, dry area, away from home air intakes, and protected from direct exposure to rain.
- Never use a generator indoors or in attached garages. Install CO alarms with battery backup in your home's sleeping areas.
- Get to fresh air immediately if you start to feel sick, weak or dizzy.
- Never use a portable generator in any enclosed or partially enclosed space. Windows and doors do not provide enough ventilation.
- Do not locate a portable generator outside near windows or doors.

Space Heater Safety

- Install a smoke alarm on every level of your home. Test smoke alarm batteries every month and change them at least once a year.
- Kerosene heaters are not permitted in many areas. If you use one, use only the recommended fuel. Always refuel outdoors safely away from your home.
- Allow your heater to cool before refueling. Kerosene has a low flash point and might cause a fire if it comes into contact with a hot surface.
- Space heaters need room. Keep flammable materials at least three feet away from the heater. Never set the heater on a chair or table. It should sit only on an uncarpeted floor.
- When buying a space heater, look for a control feature that automatically shuts off the heater if the heater falls over.
- Keep an eye on your heater at all times while it is running. Shut it off before you go to bed or when you leave the house. Never run a portable heater longer than the manufacturer recommends.
- Carefully follow manufacturer's installation and maintenance instructions.

Daily Press

Baby found alone in car at Wal-Mart

Alexis McGuire was charged with felony child neglect in connection with the Dec. 24 incident.

BY JON CAWLEY
jcawley@dailypress.com | 247-4535

YORK — A Williamsburg woman was arrested Christmas Eve after a sheriff's deputy patrolling a Wal-Mart parking lot checked on a car sitting in a fire lane and found an infant alone in the back seat.


MCGUIRE

Alexis McGuire, 19, of the 4000 block of Grand Strand Drive, was arrested on Dec. 24. She was charged with felony child neglect in connection with the incident that occurred about 8:40 a.m. at the Wal-Mart on East Rochambeau Drive in York County, said York-Poquoson Sheriff's Office spokesman Mike Russell.

Russell said a deputy saw a Chrysler sedan in a fire lane outside the Wal-Mart. Inside the car, which was left idling and unlocked, the officer found an 8-week-old boy in the back seat.

The deputy waited with the infant for about five minutes before the boy's mother came out of the store, Russell said. He was unable to say how long the woman was inside the store prior to the deputy's arrival.

McGuire was booked at the Virginia Peninsula Regional Jail, where she was held for several hours before being released later that afternoon on a $10,000 bond, a jailer said.

York-Poquoson Child Protective Services was notified of the incident, and the infant — who was not injured — was released to his father, who was called to the scene, Russell said.

The Suffolk News-Herald reported a similar case in early December in which a 46-year-old man left his 3-year-old daughter unattended in a pickup truck while he shopped at a Wal-Mart on North Main Street in Suffolk.

The man was inside the store for about 16 minutes, according to police. He was charged with cruelty and injury to a child.

241453Z Nov 08

ALSAFE 071/08
MSGID/GENADMIN/COMNAVSAFECEN/00/NOV//
SUBJ/SUMMARY OF MISHAPS//

1. Welcome to the latest edition of the Friday Funnies. Last September, in an episode entitled "Hey 'Washout,' grab 'Canola' and 'Shiner' and get over here for a minute," we introduced our free callsign service, which provides vaguely uncomplimentary monikers to unsuspecting victims. Here's another batch.

A. An E-5 aviation operations specialist from a Marine Corps helo squadron was roaring around on her ATV in California. The trail was hilly, and the up-down-up-down went fine until she crested a hill and found on the other side not a hill but a 15-foot drop. The ATV rolled over, and the Marine broke her leg, her hand and a tooth.

Seven weeks of light duty. New callsign: "Cliff."

B. Next up: an AD3 from a Navy helo squadron in Florida bought a motorcycle, having never ridden one before. That afternoon, he was turning left from a side street. He tried to downshift but, the report explained, "instead increased the throttle." The motorcycle responded with the mechanical version of a cheery "Aye, aye!", zipped across the street, hit a curb, tossed off the Sailor and then rammed a light pole.

Needless to say, he hadn't taken the riding course yet. He spent five days in a hospital with arm injuries, then was off work for two weeks and on light duty for 17 days. Not sure what the brand new motorcycle was worth originally, but subtract $4K from that figure.

New callsign: "Clutch."

C. Then there was an ABH3 hiking along a trail with his fiancée one afternoon. When they reached a section that featured a 25-foot, vertical rocky wall along one side, he was seized with a powerful yet still unaccountable desire to climb to the top, where (theoretically) he would be back on the trail. He was, in his own modest words, an "experienced" hiker and climber.

His fiancée stepped back to admire his skill. He got about 15 feet up the rock face and realized he wasn't gonna make it. He slipped, jumped, fell backward when he landed, reached back to break his fall and managed to break one of his fingers. He could tell because the bone was sticking out at the bottom (fiancées love that sort of stuff). Also, not surprisingly, his ankles hurt.

So his fiancée hustled to the nearest road and stopped a helpful bystander who had a cell phone. He called 9-1-1, a medevac helicopter was dispatched, and soon our Sailor had been delivered to an ambulance at the base of the trail.

Four hospital visits and 7 weeks of convalescent leave later, he was walking OK and his finger was fine.

The problem with doing this sort of thing is that the fiancée might start to wonder, "Hmm, do I really want to marry this guy?"

His new callsign: "Rocky."

D. A passel of Marines were conducting demolition training on a range run by instructors from a combat engineer battalion. After four demolition shots, the report says, "a marine was struck by a piece of fragmentation just below his pinky finger on his right hand."

This E-3 assaultman's pinky was in the danger zone because he was holding a video camera outside the protected area.

Six other Marines were in the observation tower at the time. They all saw what he was doing and were telling him to knock it off. The mishap occurred at 0900. Within 10 minutes, he was en route to medical. "Training resumed at 0956," the report said, the curriculum having been slightly expanded with one dramatic lesson in what not to do.

Note: If someone can supply a copy of the video he was shooting, we'll be happy to post it on our website.

And the callsign is: "Romo."

2. That's all for this week, friends and neighbors. Until next time, please do your best to avoid earning a new callsign.

Daily Press

Isle of Wight

Teen killed during hunting accident

BY DAVID MACAULAY
dmacaulay@dailypress.com | 247-7838

ISLE OF WIGHT — A hunting accident has claimed the life of a teenager in the Isle of Wight.

Officials were called to a field off Moonlight Road just before 10 a.m. Monday after 17-year-old Patrick Alito Edwards accidentally killed himself with a gun, WTKR News Channel 3 reported.

Police say Edwards and a friend were hunting in a field near the high school student's home when they saw a deer.

Edwards went to grab his 12 gauge shotgun out of the back of his truck and it went off, killing him, Channel 3 reported.

Edwards' 16-year-old friend tried to resuscitate the victim.

Because it was a hunting accident, the Department of Game and Inland Fisheries has been brought in to investigate the case.

Isle of Wight spokesman Don Robertson confirmed Edwards was killed when he pulled the gun out of the truck toward himself. He said Edwards was a Smithfield High School student.

It was the second deadly hunting accident to take place in Virginia in less than a week.

A Petersburg man died over the weekend after accidentally shooting himself while hunting in Prince George County. Police say 55-year-old Frank Donnie Marsee shot himself in the leg with a 12-gauge shotgun Saturday afternoon.

Isle of Wight

Teen's accidental shooting death is grim safety lesson for hunters

The Smithfield High School student's gun snagged as he reached for it, and it went off.

BY ALLISON T. WILLIAMS
atwilliams@dailypress.com | 247-4535

ISLE OF WIGHT — Patrick E. Edwards was an experienced hunter.

But the 17-year-old Smithfield High School student, who died after accidentally shooting himself while hunting Monday, probably made a blunder that is all too common among hunters. He got careless after spotting the deer, said Allen H. Thacker, president of the Moonfield Hunt Club, on Tuesday.

"When they (hunters) see a deer, they get excited and everything they know about firearm safety goes out the window," said Thacker.

Though Edwards wasn't a member of the hunt club, located just a mile or so up the road from the field where the teenager died, Thacker has known Edwards' family for years.

"That's one of the biggest safety issues out there," said Thacker, who said he often reminds hunters that the "biggest deer out there is not worth someone getting hurt."

According to reports from Isle of Wight Sheriff's Department, Edwards was hunting with a 16-year-old friend on Moonlight Road on Monday. When they saw the deer, Edwards ran around to the passenger side of his truck and grabbed his 12-gauge shotgun by the barrel.

The trigger snagged on something, causing the gun to go off in the teenager's face, police said.

Edwards died at the scene, police said. Both the Sheriff's Department and the state Department of Game and Inland Fisheries say Edwards' death was an accident.

Edwards' death is a tragedy, a loss that affects the entire community, said Thacker.

"He was a good kid, polite and respectful," Thacker said.