Newport News Composite Squadron

January 2011 Safety Briefing

11 Jan 2011

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Safety Education Reminders

- Active members are required to complete safety education monthly and have it documented. Documentation required for participation in activities.
- Operational Risk Safety Briefings are mandatory. Documentation not required.
- All current members must complete, *Introduction to CAP Safety for New Members,* by 31 March 2011.
- Online Safety Education
  - Intro to CAP Safety Program for New Members, Downed Power Lines, Hurricane Preparedness and Awareness, Flooding, Winter Driving safety. Wind Chill Index
- Safety Alerts _ Online
- Safety Suggestions - Online
- Improvement/Hazard Reports - CAP Form 26 is being phased out
- CAP Form 78 - Online

2011 Safety Blitz

Not as bad as I thought

- As soon as you complete your Safety Day in 2010, you will get a chance to have another one. The policy changed at the last National Executive Board to the first three months of each calendar year. This will allow for the safety day focus to occur during a slower operational time of the year for all CAP units and give three months of the year to complete it as opposed to a 30-day period. This should make it easier overall.
- Policy implementation will be Jan-Mar 2012

Practicing Safety Requires ACTION

- Many things can control risks – Engineering, regulations, Restrictions, Procedures, and training.
- But unless DO something, we haven't controlled risk.
- What is the number one priority in CAP?
- Which is safer, being here today or staying in bed?

- "If you did not DO anything today to positively control a risk, you did not practice the CAP safety program."

Airworthy or Not Airworthy

- Pilot's should review FAR91-205 and FAR 91-213
- Never operate an aircraft with known malfunction
- PIC is responsible for the airworthiness.

- http://www.vawg.cap.gov/newportnews/Seniors/FAR%20Sec%2091_205.pdf
- http://www.vawg.cap.gov/newportnews/Seniors/FAR%20Sec%2091_213.pdf

Safety Beacon

What, Drive on Ice

- Minimum thickness for clear hard ice
  - 3′ or less – STAY OFF!
  - 4″ ice fishing, walking,
  - 5″ one snowmobile or ATV
  - 8″ one car or small pickup
  - 12-15″ medium truck
- Remain Calm
- Use elbows to support yourself on edge
- Use keys to reach as far out as you can
- Kick and lift yourself out
- DO NOT STAND UP

Near Miss Reporting

- Two incidents in Nov
- Aviation Safety Reporting System (ASRS) http://asrs.arc.nasa.gov/

Account: NEAR MISS! ON DEPARTURE. APPROXIMATELY 4 MILES NORTH OF AIRPORT, STILL IN CLASS D, HEADED WEST, AND WITH TOWER CONTACT. HEARD 2 F-18S CLEARED FOR TAKE OFF ON R/W 35. F-18S PASSED US ON JOIN UP, TURNING WEST. ONE OFF OUR RIGHT WING AND ONE OFF LEFT WING. ESTIMATE EACH AIRCRAFT WITHIN 500FT. OF OUR AIRPLANE.
Mishap Date : 20 Nov 2010

Vehicle Safety

- Some top findings during Wing Compliance Inspections
  - Vehicle First Aid Kit Security
  - Vehicle Inspections
  - Vehicle Tire Placards

- Spotters when backing up!

Holiday Awareness

- Have Heating system inspected annually
- Use space heaters safety – 3ft from anything flammable
- Never leave open flame unattended
- Test ground fault circuit breakers
- Avoid overloading electrical outlets
- Never leave cooking equipment unattended
- Keep towels, pot holders, etc away from hot surfaces

Mishaps

- Deer strike. The member operating the vehicle saw the deer on the embankment, slowed and merged to a different lane; the deer charged the moving vehicle, no damage to the vehicle; however the deer was totaled.
- COV backed up into a POV. A required spotter was not utilized and the van had not parked in such a way that it could pull through when departing.
- A member fell off a ladder while installing a coax cable for radios. The member was wearing a safety harness. Even though the member became inverted and had some pain associated with the fall, wearing the correct PPE prevented an alternative outcome. .

Hear Our Thoughts

- 40% of body heat is lost from your head. Try to wear a hat so your circulatory system has more heat to distribute to the rest of your body.
- Winter is approaching. Leave yourself an out. Especially on icy roads leave 2-3 car lengths between you and the car in front of you. The person behind you may be traveling to fast for conditions. Do not travel on roads with high snow drifts.

A Picture Is Worth a 1000 Words!

- Deer breeding season runs from October through early January, and during this time they are highly active and on the move. This is when deer-vehicle collisions are at their peak. Stay alert…only you can prevent deer suicide!

Friday Funnies News

- Naval Safety Center
- http://www.youtube.com/watch?v=Wks7TNW8tNA&feature=player_profilepage

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 2010, Vol. 1. No. 7

Practicing Safety Requires ACTION! By Col Ralph Miller, Nevada Wing/CC

What appears to be making a behavioral difference in our Wing is focusing the safety program on ACTION. We are accustomed to talking about safety in terms of training, education, culture, and state of mind. All those things are true, but it seems to be effective to talk instead in terms of "what did you DO?"

I like to say the number one priority in CAP is to accomplish our mission while controlling the risks and aborting any time the risks become unacceptable. "Controlling" and "aborting" are both action verbs. Unless we actually DO something to control the risk, we are not practicing the CAP safety program. Training, education, culture, and state of mind are just the things we do to be ABLE to DO something – they are not, of themselves, the safety program. Without a concrete action to control a risk, we are not practicing safety.

We can enumerate the TOOLS we have to control risk. ENGINEERING can control risk – a fuel flow meter instead of inaccurate fuel gauges. REGULATION can control risk – you need 100 hours of high performance time to fly a CAP C182, eventhough

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the FAA does not say so. RESTRICTIONS can control risk. If it is extremely turbulent, fly at 1,500 feet instead of 1,000 feet. PROCEDURES can control risk. Puta wing walker on each wing when moving an aircraft. TRAINING is also an important tool in our toolbox.

The main point is to get people thinking differently. Until three years ago, our program was focused on required briefings. Then ORM was introduced. For two full years letters and regulations were published that talked about requiring "ORM matrices" and publishing benchmark ORM matrices on the website. Matrices are step two of the six step ORM process, and in themselves do NOTHING to mitigate risk.

Moving the focus from education and paperwork to ACTION will help our program.

Personally, I start my safety briefs with: "We are going to do an operation risk safety briefing now. What is the number one priority in CAP?" Of course, especially with the lead-in sentence, everyone says "safety." I then ask the same questions posed in the new safety video. Which is safer, being here today or staying in bed? Which is safer, flying a mission in the mountains at 1,000 feet AGL or going to the movie? So "safety is our top priority," taken alone and out of context, is really just lip service, and by saying it is our top priority and then acting like it is not, we actually denigrate (deny the importance or validity of) safety – we don't enhance it. My rhetorical question is pure theater, of course, but it wakes people up and gets them thinking differently. And I do believe that we really do hurt ourselves with bumper stickers, which have no context, that say "safety first." Everyone can see that isn't really true, so we unintentionally say safety is just words.

"Our top priority is accomplishing the mission while controlling the risks and aborting any time the risks become unacceptable" is believable, consistent with our behavior (or at least our desired behavior) and it focuses on action.

"If you did not DO anything today to positively control a risk, you did not practice the CAP safety program." Compare that to a bumper sticker "safety first."

Airworthy or Not Airworthy… By Maj Donnie Todd, AL Wing/DOV

To all Pilots: Almost daily, I receive automatically generated emails that are created when someone enters a discrepancy for an aircraft and defer the repair to the next regularly scheduled maintenance event.

I strongly encourage each of you to read FAR 91-205 and FAR 91-213. A copy of these should be readily available for you when making these reports and decisions. Look closely at FAR 91-205, section (b), item (11). We have aircraft manufactured after March 11, 1996. There is a requirement for certain items to be functional that I have seen reported as inoperative, but the aircraft was released as "airworthy" with maintenance deferred.

Remember, you as the PIC are responsible for the airworthiness, if you are going to fly the aircraft (which includes taxi with intention of flight). Also remember, your pointing out a discrepancy in the system lends to an even greater requirement that you understand these regulations. You could be offering (signed) written acknowledgement of an item that renders an aircraft un-airworthy. If you do so, and fly it anyway, you would be in violation of FAR's.

How many of you knew you could not fly one of our aircraft manufactured after March 11, 1996, with a seemingly minor discrepancy and be in violation? Do you know the year of manufacture for the airplane you fly?

There is a checklist in each aircraft. I would guarantee that no two are *exactly* alike especially in our older aircraft. However, the basics are the same as these are all single engine piston aircraft. If an item on that approved checklist fails the indicated check, the aircraft is likely not airworthy. And even if it is determined that it is, a problem should always be investigated back on the ramp. As pointed out below: "The broken or inoperative component might just be an item in the chain of events that leads us to a mishap site."

Some might say I am crossing over into our Safety Officer and Maintenance Officer's areas with this, but check pilots are being encouraged to evaluate each pilots understanding of airworthiness issues. Safety of flight is an integrated part of every member's responsibilities. I would also suggest that if you show up for a check ride with an un-airworthy aircraft, you will not pass your CAP Pilot Flight Evaluation.

I would like to share the following tip which I received from an aviation information source, PilotWorkShops:

"Never operate a plane with a known malfunction. The follow-up to that is that if malfunctions occurs in flight, to land as soon as practical and get it fixed. Why start out with problems? Flying can be challenging enough without adding problems to the mix. The broken component or inoperative equipment might just be an item in the chain of events that leads us to an accident site.

I am willing to bet that many pilots are unfamiliar with FAR 91-213, which talks about inoperative instruments and equipment. Basically, it says that everything on our airplane is supposed to work or we don't fly. Unless you operate with an approved minimum equipment list, you must strictly comply with the

procedures and FAR 91-213 to legally operate an airplane with inoperative equipment.

Far too many pilots fail to write up faulty or broken components or leave them until the annual inspection to get repaired. That is not good. Always start out with a healthy airplane."

Be informed and be safe by always being in compliance. Remember that our jobs require we mitigate risks in all our activities. This ACTION starts with you.

"What, DRIVE ON ICE?" by Major Jeffrey Kyff, Michigan Wing/DO

Every year there are numerous drowning deaths that occur because victims fell thru ice they thought was safe. Here are a few tips for staying safe on ice and for surviving if you do fall thru the ice from http://www.wilderness-survival.net/.

According to LifeSaving.org the **MINIMUM** thickness required for new CLEAR hard ice is as follows: (ice that is white, frosty or opaque has air in it and is less strong)

3" or less STAY OFF!

4" ice fishing, walking, cross country skiing
5" one snowmobile or ATV
8" one car or small pickup (most insurance companies will NOT cover you for damage from this activity)
12-15" one medium truck

What do you do if you follow the criteria above and the ice starts to break beneath you or you now find yourself up to your neck in ice water?

1. Remain calm. Full exposure or even just putting your face into cold water may make you involuntarily hold your breath. Relax and take a deep breath when you can.
2. If you are underwater, find the hole and keep your eyes on it at all times. At the edge of the hole, try to keep your bearings and turn and face the direction from which you came. If the ice supported you to the point where you fell in it will likely be strong enough for you to return to shore on.
3. Use your elbows to support yourself on the edge of the ice and pause while some of the water drains from your clothes.

4. Use keys or whatever you have available (i.e. "pick of life, ice awls" which you had draped across your shoulders) to reach as far out of the hole as you can.
5. Start kicking your feet as you lift yourself out of the water. If the ice crumbles underneath you continue to lift and kick until the ice is solid enough to support you. Don't forget to check for the bottom with your feet. You may be able to stand up.
6. Once you are on the ice **DO NOT STAND UP**. Remain flat with your weight spread out as much as possible and inch or roll your way toward shore or more solid ice.

Once out of the water you are still in danger of suffering from hypothermia. You must get to a warm environment and out of your wet clothes as soon as possible. When your clothes become wet they no longer help keep heat in. In fact, they become very efficient at conducting heat away from your body. You must get out of your clothes, dry off and find a warm environment as soon as possible.

If you find yourself in open water far from shore, do not swim for it. Swimming will only drain heat from your body faster. Your best chance of survival is to get into the fetal position and signal for help.

It is wise to carry a signal whistle when outdoors. Carry a specialized whistle that will work when wet. It takes less strength to signal with a whistle and it carries farther than trying to shout for help. The typical coaches whistle with the little ball in it will not work well when wet. In fact if you contact safety@capnhq.gov, they can refer you to a vendor that sells the FIREFOX ball-less whistles in bulk for unit purchases.

If you will be out on ice it is wise to carry with you the "Pick of Life, Ice Awls" or similar product. These cost about $20 and are two retractable ice picks (one for each hand) attached to a lanyard that hangs around your neck, ready for use in an emergency.

Here is an EXCELLENT 9 minute video that demonstrates just how to deal with falling thru the ice.

http://www.youtube.com/watch?v=ysnKtuUTt8k

Electronic Pilot Logbook compliments of SafetyAviator.com

Would you like a free-use electronic logbook as a fixed wing pilot of CAP. This was produced for CAP's members compliments of SafeAviator.com. You can download your copy of this program on the national safety web page at www.capmembers.com/safety/ under the BEST PRACTICES tab.

Near Miss Reporting

Thank you for reporting your near misses. Below are a few for your review. The question is "What would you have done?"

"Mishap" means any unplanned or unsought safety event, or series of events, that result in or has the potential to cause death, injury, or damage to equipment or property.

Account: NEAR MISS! LASER ILLUMINATION OF CAP AIRCRAFT DURING NIGHT CADET FLIGHT TRAINING. REPORTED TO WING SAFETY 10:21PM NOV 14.

CONDITIONS: DARK NIGHT, GOOD VISIBILITY, 900 AGL METAR KGTU 150045Z 13004KT 10SM OVC048 13/02 A2993

ON NOV 14 (15 NOV UTC DATE) A CAP C172, N98913, ILLUMINATED BY A GROUND BASED GREEN LASER WHILE ON 4 MILE FINAL FOR RWY 18 AT KGTU. TIME OF THE EVENT WAS 0047Z (6:47PM CST). THE EFFECTS ON THE CADET STUDENT PILOT (PF) AND FLIGHT INSTRUCTOR (PM) WERE LOSS OF NIGHT VISION AND DISTRACTION DURING A CRITICAL PHASE OF FLIGHT. THE LASER ORIGINATED FROM A VEHICLE MOVING NW ON SH 195. THE INCIDENT WAS REPORTED TO THE FEDERAL CONTRACT TOWER AT KGTU IN ACCORDANCE WITH AIM 7-5-12.

Account: NEAR MISS! ON DEPARTURE. APPROXIMATELY 4 MILES NORTH OF AIRPORT, STILL IN CLASS D, HEADED WEST, AND WITH TOWER CONTACT. HEARD 2 F-18S CLEARED FOR TAKE OFF ON R/W 35. F-18S PASSED US ON JOIN UP, TURNING WEST. ONE OFF OUR RIGHT WING AND ONE OFF LEFT WING. ESTIMATE EACH AIRCRAFT WITHIN 500FT. OF OUR AIRPLANE.

Mishap Date : 20 Nov 2010

In both cases both mishaps were reported in accordance with CAP regulatory guidance and appropriate contact was made with the FAA for follow-up action as appropriate. From the National Safety Team, Thank you!

Ref. FAA Regulation 8900.1 CHG 0, Vol. 7, Chapter 4, Item 7-138 A.

7-138. GENERAL.

A. Definition. A "Near Mid-Air Collision" is an incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft or where a report is received from a pilot or other flight crewmember stating that a collision hazard existed between two or more aircraft.

Safety Day Change

There has been a policy change voted on by the National Board that will require an annual SAFETY DAY to be held during the months of January, February, or March, in lieu of the old policy requirement to hold one in October. The policy implementation date for this will begin in January, February, and March of 2012.

Safety Officer College

The dates have been finalized for the first CAP Safety Officer College at Kirtland AFB:

June 6-10, 2011 with travel dates to and from on June 5th and 11th.

More information will be coming on eligibility, the selection process, and course content.

As a preview, it will be full of education on mishap investigations, photography, human factors, crash lab work, safety philosophy, risk mitigation, and regulatory learning.

Vehicle Safety CAPR 77-1 Chapter 2

Here are a few of the top findings during Wing Compliance Inspections. These are some safety action items that may require your quick attention.

1. CAPR 77-1 para 2-2i. Re: Vehicle First Aid Kit Security.
2. CAPR 77-1 para 2-1a. Re: CAPF 73, vehicle inspections
3. CAPR 77-1 para 2-1b. Re: Vehicle Tire Placards-Wheel Well Accuracy.

CHAPTER 2 – VEHICLE OPERATION

2-1. Vehicle Inspections.

a. Prior to first use of the day, vehicle operators will perform a safety check on COVs or TUVs using CAPF 73, *CAP Vehicle Inspection Guide and Usage Data*. During the inspection, all items found not to be in safe working order must be corrected before placing the vehicle in service. When a POV is used for official CAP transportation it will have a safety check performed using CAPF 73, prior to use. A POV will not be used if not in safe working order.

b. Stencil vehicle manufacturer recommended tire pressure on wheel hubs or place 1 inch numbers on the bottom of the fender above the tire on COVs.

c. When replacing tires on COVs, ensure that replacement tires meet all vehicle manufacturer recommended size and load range ratings (see attachment 2).

2-2. Vehicle Safety Requirements.

a. Seat belts or seat belt/shoulder harness combinations must be used by all occupants of COVs. Do not transport more people in a vehicle than there are seat belts to accommodate them. Do not allow passengers to ride in truck beds.

b. There is a slightly higher safety risk when operating vans. A high center of gravity, coupled with inexperienced drivers operating fully loaded vehicles, create this safety risk.

c. Extended vans even further increase this risk. With a high center of gravity a van can tip over more easily than cars if a driver has to negotiate sudden turns. Vans do not handle like passenger cars, they handle more like trucks. Drivers must be particularly aware of and careful to avoid conditions that could lead to rollover.

d. Only experienced drivers should operate the vans. Vans must not be overloaded.

e. Operators of all vehicles, but especially 15-passenger vans, should not make sharp turns, use excessive speed and should avoid abrupt maneuvers. In addition for 15-passenger vans, rear seats must be removed (in concern for load distribution and handling characteristics).

(1) Removing the rear seat creates a large area in the rear of the van which can be used for luggage and support equipment. Limit the weight of cargo in this area to 300 pounds, and do not stack items above the top of the rear seat. Cargo netting must be used to secure items stowed in this area.

(2) It is the responsibility of units to which these vans are assigned to store the rear seat. Seats must not be disposed of as their reinstallation will be required when the van is disposed of.

f. When towing a COV, use an approved towing or professional wrecker service.

g. When towing trailers with a COV, the trailer weight should not exceed the weight limit of the towing COV, as specified in the vehicle owner's manual, or the rating of the tow hitch. CAP personnel are not permitted, under any circumstances, to ride in a towed vehicle. When towing, CAP personnel must ensure compliance with federal, state and local laws.8 CAPR 77-1 8 OCTOBER 2010

h. All driven vehicles (except sedans) shall be equipped with operating backup alarms. In areas where a vehicle operator cannot see clearly behind the vehicle, the use of a spotter is required when backing to eliminate the chance of a mishap. The exception to this is when another individual is not available. In this event the vehicle should be positioned, if possible, in such a way that backing is not required.

i. Spare tires must be securely attached in the area identified in the owner's manual for spare tire storage. If, during installation of an after-market trailer hitch or other device, the spare tire is displaced from the manufacturer's recommended storage area, the spare tire must be securely mounted regardless of whether it is carried outside or inside the vehicle. Fire extinguishers and first aid kits must be secured to prevent movement inside the vehicle.

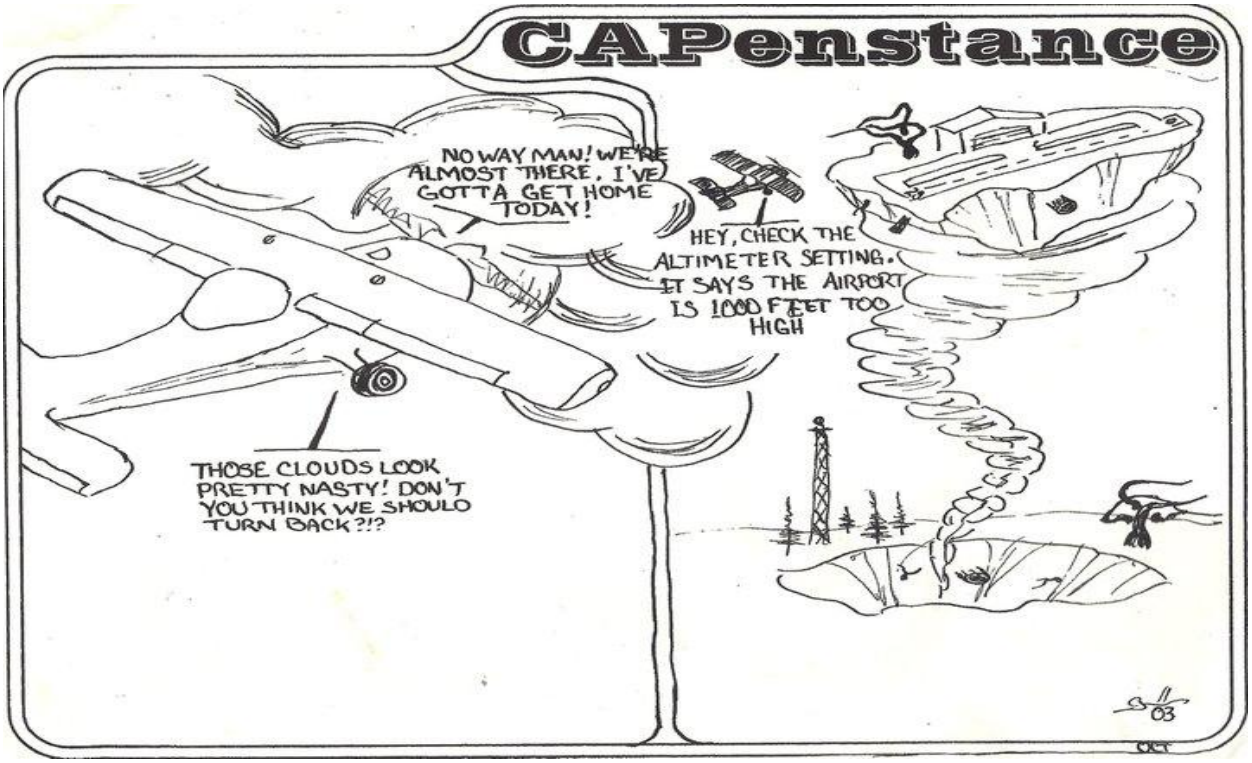
j. Fire extinguishers and first aid kits shall be maintained in accordance with manufacturer's instructions.

k. Daytime running lights shall be kept in operating condition on vehicles so equipped. Headlights should be turned on whenever vehicles not equipped with daytime running lights are being driven, to increase visibility of the vehicle during daylight hours.

l. The use of tobacco products is prohibited in CAP vehicles.

m. Drivers shall not use hand-held cellular phones or texting devices while operating COVs.

CAPenstance Cartoon By John Gibbs



Christmas Holiday Awareness

The winter holiday season is traditionally a festive and eventful time of year. Celebrations, family gatherings and hosting house guests traditionally increase in number during the season.

Statistics show that the incidents of home fires and electrical accidents also typically increase during the winter holiday season.

Preparing for the arrival of guests in the midst of the hectic holiday season can be challenging. While festive decorations and savory food may seem like the most important aspects of holiday entertaining, remember not to overlook the safety of your guests.

The following are some safety tips to keep your holiday season merry and bright:

Christmas Trees

- Christmas tree safety begins with the selection and purchase of a fresh tree.
- When buying a live pre-cut tree, make sure the tree is still alive and healthy. A fresh tree is green, needles are hard to pull from the branches, and when bent between your fingers, needles do not break. Pull on the needles. If the needles come off easily, it is probably not in great condition. The trunk should be sticky and the limbs should be very flexible. Lift the tree and bounce the cut end on the ground, if a bunch of needles tumbling off, it isn't a safe tree to take home.
- When you get the Christmas tree home, cut off the bottom two inches of trunk to expose the fresh wood. This will create a fresh, raw cut for the tree to soak in water, allow for better water absorption, and help to keep your tree from drying out and becoming a fire hazard. If you don't do this, the trunk may not be able to drink in the water in the Christmas tree stand.
- Keeping your thirsty Christmas tree well hydrated is the best way to prevent a tree fire. Keep the water in the stand well above the fresh-cut bottom of the trunk. There are products also available to help you keep your Christmas tree from getting too thirsty.
- When purchasing an artificial tree, look for the label "Fire Resistant".
- Christmas trees dry out with heat, so place your tree away from heat sources like the fireplace or heater vents. The cooler the Christmas tree stays, the better.
- The longer your Christmas tree stays in the house, the more it dries and becomes a fire hazard. Dispose of your Christmas tree in a timely manner following Christmas.

Christmas Lights – Inside and Outside

- Unplug the lights and decorations when you are not home, or they are otherwise not in use. Heat + a pine tree = house fire. The lights could short out and start a fire. The trees are highly flammable. Turn off all lights when you go to bed.
- Check each set of tree lights for frayed wires, broken bulbs, and loose connections. Turn off lights before you go to bed or leave the house.
- Never run electrical cords under carpets or rugs, over nails, in traffic areas, or where there is a chance of water.
- Never use electric lights on a metallic tree. The tree can become charged with electricity from faulty lights, and a person touching a branch could be electrocuted.
- Before using lights outdoors, check labels to be sure they have been certified for outdoor use. To hold lights in place, string them through hooks or insulated staples, not nails or tacks. Never pull or tug lights to remove them. Check all tree lights-even if you've just purchased them-before hanging them on your tree. Make sure all the bulbs work and that there are no frayed wires, broken sockets or loose connections.

- Plug all outdoor electric decorations into circuits with ground fault circuit interrupters to avoid potential shocks.
- Be sure to check all cords and plugs prior to using them for the year, for wear and tear. Throw out and replace any that look as though they are starting to fray or show bare wires. The smallest spark can result in a very large disaster.
- Make sure all external electrical decorations are well protected. Keep them away from moisture.
- Never overload an electrical receptacle with extension cords or three-way adapters. It's a good practice to learn the draw and wattage of lights in combination and not exceed the recommended outlet limitations. Use more outlets of necessary.
- Do not pull on an electrical cord to unplug it. Grasp the plug firmly and pull out straight so you don't bend the prongs.
- Replace any cord or plug that is cracked or discolored or feels hot to the touch when in use. If the original wire or plug is polarized (one prong is wider than the other), or if it has a third grounding prong, replace it with similar equipment. Replace the ENTIRE cord; do not "splice" a new plug onto the end.
- Call an electrician if your lights flicker and your appliances run sluggishly, or if you have a fuse that repeatedly blows or a circuit breaker that trips often. These are signs that the system is overloaded.

Christmas Decorations

- Use only non-combustible or flame-resistant materials to trim a tree. Choose tinsel or artificial icicles of plastic or nonleaded metals.
- Never use lighted candles on a tree or near other evergreens. Always use non-flammable holders, and place candles where they will not be knocked down.
- Keep all decorations 3 feet away from heating sources, including space heaters and fireplaces.
- In homes with small children, take special care to avoid decorations that are sharp or breakable, keep trimmings with small removable parts out of the reach of children to avoid the child swallowing or inhaling small pieces, and avoid trimmings that resemble candy or food that may tempt a young child to eat them.
- Remove all wrapping papers, bags, paper, ribbons and bows from tree and fireplace areas after gifts are opened. These items can pose suffocation and choking hazards to a small child or can cause a fire if near flame.

Christmas Toy Safety

- Select toys to suit the age, abilities, skills and interest level of the intended child. Toys too advanced may pose safety hazards for younger children.
- Before buying a toy or allowing your child to play with a toy that he has received as a gift, read the instructions carefully.
- To prevent both burns and electrical shocks, don't give young children (under age ten) a toy that must be plugged into an electrical outlet. Instead, buy toys that are battery-operated.
- Children under age three can choke on small parts contained in toys or games. Government regulations specify that toys for children under age three cannot have parts less than 1 1/4 inches in diameter and 2 1/4 inches long.
- Children under age 8 can choke or suffocate on un-inflated or broken balloons. Remove strings and ribbons from toys before giving them to young children.
- Watch for pull toys with strings that are more than 12 inches in length. They could be a strangulation hazard for babies.

Happy Visiting at Christmas And The Holidays

- Clean up immediately after a holiday party. A toddler could rise early and choke on leftover food or come in contact with alcohol or tobacco.
- Remember that the homes you visit may not be childproofed. Keep an eye out for danger spots.
- Traveling, visiting family members, getting presents, shopping, etc., can all increase your child's stress levels. Trying to stick to your child's usual routines, including sleep schedules and timing of naps, can help you and your child enjoy the holidays and reduce stress.

Heating Equipment Safety

- Before lighting any fire, remove all greens, boughs, papers, and other decorations from the fireplace area. Check to see that the flue is open.
- Use care with "fire salts," which produce colored flames when thrown on wood fires. They contain heavy metals that can cause intense gastrointestinal irritation and vomiting if eaten. Keep them away from children.
- Do not burn wrapping paper in the fireplace. A flash fire may result as wrappings ignite suddenly and burn intensely.
- Have your heating system inspected annually by a licensed, qualified professional.
- Use space heaters properly and safely. Keep them out of high-traffic and exit areas, and at least 3 feet from anything that can burn.

- Do not leave a space heater running unattended. Turn space heaters off and unplug them when you leave the room or go to sleep. Always try to purchase space heaters that automatically shut off if tipped over.
- Never leave an open flame, including the fireplace, unattended.

Fire Safety

- Test your smoke alarms monthly and make sure that your house is protected by an adequate number of working alarms. If you replace your smoke alarms, try to purchase replacements that can be networked. If the fire starts in an unoccupied room, all the alarms will sound, giving you more time to evacuate.
- Smoke alarms should be located inside each bedroom, outside each sleeping area, and on every level of your home.
- Share your fire escape plan, including the location of your outside meeting place, with your overnight guests. Everyone should know at least two ways out of each room in your home.
- Keep halls, stairs, and doorways properly illuminated and free of clutter and other objects that could hinder an escape during a fire emergency.
- Check to make sure your stairs, halls and entries are properly illuminated. Use nightlights in hallways and bathrooms.
- Consider having older guests or those with mobility issues sleep on the ground floor of the house.

Electrical Safety

- Test ground fault circuit interrupters (GFCI) and arc fault circuit interrupters (AFCI) to ensure that they are working properly.
- Consider adding new safety technology like tamper resistant receptacles (TRR) or arc fault circuit interrupters (AFCI) if you are having any electrical system maintenance or upgrades performed.
- Outdoor outlets should be protected with GFCI technology to reduce the risk of electric shock.
- Avoid overloading electrical outlets. Check outlets regularly for problems, including overheating, loose connections, reversed polarity, and corrosion.

Cooking Safety

- Never leave cooking equipment unattended.
- Keep children at least three feet away from cooking appliances.
- Keep towels, pot holders and curtains away from hot surfaces.
- Wear short or close-fitting sleeves. Loose clothing can catch fire.

Toddler Safety

- Keep holiday plants away from children and pets. Mistletoe, holly berries, and Christmas cactus are poisonous if swallowed.
- If you place your child in a shopping cart, always use the safety belt and never let your child stand in or push a shopping cart.
- As pointed out "Toy Safety" described above, do not give children under the age of 3 toys that contain small or metal parts or toys that break easily. An easy gauge to use is an empty toilet paper roll. If a toy can fit through the roll it is too small for the child.
- Include helmets and other protective gear when giving bicycles, skates, or skateboards.
- When Christmastime approaches, you are probably looking forward to celebrating the season with your baby. This may be your baby's first Christmas or the first real Christmas they may realize what is going on. As you prepare for Christmastime around your house, you need to realize that there may be several hazards for your baby. This is especially true if you have an older baby who is crawling or walking. You need to be mindful of your baby and keep your house safe during Christmas.
- Keep the Christmas candles to a minimum or just don't light them. Candles can be really pretty at Christmastime, but they can also be really dangerous. If you love Christmas candles, think about using electric candles or light bulbs instead for the glow. If you still want to decorate your home with Christmas candles, just don't light them. A baby can grab a candle and get burned badly. If you do burn a candle for Christmas, make sure it is completely out of reach of your baby and there is no way that it can fall over by pulling on a table cloth or doily.
- Don't ever leave your baby unattended with a Christmas tree. Keep all your cords and breakable ornaments out of reach of baby. If your baby is crawling, make sure to place the breakable ornaments higher than they can reach, and the same goes for walking. If your baby is walking, you may just want to keep your breakable Christmas ornaments in the box this year. Make sure that the Christmas tree is anchored so that your baby can't flip it over. Don't place wrapped presents under the tree where your baby can reach them. The wrapping paper and bows will go straight into your baby's mouth and they can choke on it.

Mishaps

The following are based on true stories and resemblances of these events that may have occurred in a CAP unit near you are coincidental. Resemblances to persons living or dead are also coincidental.

VEHICLE

- Deer strike. The member operating the vehicle saw the deer on the embankment, slowed and merged to a different lane; the deer charged the moving vehicle, no damage to the vehicle; however the deer was totaled.
- Road sign strike. A car headed in the opposite direction at a high rate of speed hit a road sign into the middle of the road, knocking that sign into the COV driving the opposite direction. The POV did not stop. The damage to the COV was major; however the skill of the member driving prevented any injury to the occupants of the van.
- Travel trailer sustained damage to windows from wind-blown debris. At a different location two COV's (passenger vans) sustained multiple window damage as a result of high winds and debris. Are there parking options or precautions you would recommend protecting CAP's assets. Let us know through the eServices ONLINE SAFETY SUGGESTION tool.
- COV backed up into a POV. A required spotter was not utilized and the van had not parked in such a way that it could pull through when departing.

AIRCRAFT

- On a crosswind landing with an instructor pilot on board (9kts), the pilot stated that he flared too high resulting in the tail skid scraping on touchdown. The pilot was provided additional training as required by the wing and region commanders. The crack found in the bottom of the rudder plastic was old damage. The pilot receiving instruction was also encouraged to fly with different instructors to gain knowledge of different techniques for flying in these conditions.
- An aircraft, on departure, had a partial loss of engine power on take-off with a slight vibration of the engine cowl. The pilot landed as soon as possible, successfully at his departure airport with no further incident.
- While winching an aircraft into the hangar, the winch hook bent the glider tow mechanism release arm, resulting in an inoperable release mechanism. The investigation determined that additional training was required on the winch operation and that this crew was operating in an unfamiliar airport and hangar environment. The wing website was also updated to advise future crews that there was a tow mechanism installed on this aircraft and to use caution.
- During climb out at full power, approximately 400ft AGL, aircraft engine suddenly lost substantial power. The flight instructor on board took control

of the aircraft and landed successfully. The engine anomaly was attributed to a single magneto malfunction. Both magnetos were replaced as a precautionary measure.

BODILY INJURY

- A member fell off a ladder while installing a coax cable for radios. The member was wearing a safety harness. Even though the member became inverted and had some pain associated with the fall, wearing the correct PPE prevented an alternative outcome.
- A cadet felt nauseous and dizzy after an outside formation. It was discovered that the cadet had not drank or eaten for most of the day resulting in this condition. This is often seen during summer activities where cadets do not get enough food or rest before starting an activity. For long duration activities, a day zero is highly recommended to ensure cadets get properly oriented, fed, and rested before starting the extremes of member activities. Also, dehydration can occur during cold months and has a more insidious onset because thirst isn't as noticeable during cooler periods. (DAY ZERO – Defined as a day that members scheduled to participate in a high demand environment, have 1 day prior to commencement of the activity to eat 3 well-rounded meals, no PT, and a full, undisturbed, mandatory night of rest)
- A cadet, using an unapproved pocket knife, was cut during a cadet activity due to incorrect handling of the blade. Please review the rules on possession of knives.
- A cadet slipped on the ice in the parking lot enroute to cadet activity. The cadet was advised of the parking lot conditions that were marked as a "no-crossing zone" and proceeded to cross the ice despite senior leadership direction and the hazard markings. A thought to this is, "Negative ghost rider, pattern is full!" Please adhere to operational risk safety briefings, inattention and disregard is unacceptable and may result in loss of benefits.

Hear Our Thoughts, Hear Our Experiences By Members of the Civil Air Patrol Nationwide

Here are some of the words of wisdom often overlooked in our daily lives. Complacency can slide into our world in simple ways that we miss in the hustle and bustle of daily life. Thank you for your submissions. If you have a practice or safety awareness topic to share, please enter them in eServices under the ONLINE SAFETY SUGGESTIONS tab. Keep in mind these are ideas, not CAP policy.

Ted M Tessitore	TX-176	November 2010	If you place safety before you as your goal, safety will always be your destination!
Richard E Fawcett	WY-002	November 2010	Commanders at ALL levels that allow short-cuts and outright fraud in professional development staff specialty ratings tells the members that it is okay to take short-cuts in safety...THATS HOW aircraft and vehicles get damaged and PEOPLE ARE INJURED!!! For safety sake...STOP THE SHORT-CUTS!!!
Brandon K Stafford	KS-123	November 2010	With it getting to be that time of year when it gets colder always remember to bundle up. You should always have a coat, gloves (if necessary), and a hat to keep your head warm. You lose more heat through your head than any other part of your body.
Ivan Hamazasp Manoogian	AZ-075	November 2010	Hi to you all; It is very important to tell the Cadets, Do not run and play in the Runway of the Gliders. Gliders do not have an engine, which means they will come and hit you with out you ever knowing.
Joseph R Schreckengost	PA-125	November 2010	Winter is coming, so be sure that you are prepared for colder and harsher weather. Things like slip and fall accidents and frostbite can be prevented.
William C Andrews Jr	IN-123	November 2010	Winter is approaching. Leave yourself an out. Especially on icy roads leave 2-3 car lengths between you and the car in front of you. The person behind you may be traveling to fast for conditions. Do not travel on roads with high snow drifts.
Jerry Smith	ME-036	November 2010	I know that we now have green and orange vests. I think that it might be nice to have all safety officers in white vests; this would save time in locating one on the line or in the field, this JUST a suggestion.
Bruce F McConnell	FL-001	November 2010	Put the Monthly Safety Briefings menu link on the primary eServices web page menu. Trying to remember how to get to them very month is a major pain.
Corey Q Stohlquist	IL-001	November 2010	When driving on a trip, especially during bad weather let your families know your trip intentions, route of travel and estimated time en route "Trip Plan" and let them know when you have arrived safely at your destination.
Andrew G Rajca	CO-001	November 2010	Winter Driving Tip #1: Four wheel drive does NOT equal four wheel stop. Winter Driving Tip #2: Four wheel drive is useless if you do not engage it. Winter Driving Tip #3: If you can't see the street from you window because the snow is blowing so hard, do you really need to go to Wendy's? Basic ORM - Is this trip really necessary?

Steve Soares	NC-048	November 2010	40% of body heat is lost from your head. Try to wear a hat so your circulatory system has more heat to distribute to the rest of your body
Robert Wayne Thibeaux Jr	TX-360	November 2010	Water on the Street or floor can be a slipping hazard, clean up spills and wear non slip shoes when possible in these areas.
Kyle P Zobel	NC-048	November 2010	Make sure that you put down your sleeves in cold weather to prevent injuries. Without this you can cause injuries to members.
Stephen D Ezell	OK-024	November 2010	For those of you who may not have gotten your flu shot yet this year, here is a historical reminder: the First World War claimed the lives of 20 million people. The Spanish Influenza Epidemic of 1918-1919 claimed the lives of 40 million people. DO get the FLU SHOT...DO NOT get the FLU!!! Stay Vigilant...Stay Healthy!!! FLU SYMTOMS: Headaches, Fatigue, Soreness In Extremities, Nausea/Diarrhea, High Fever, Coughing. WHO SHOULD GET FLU SHOT: Educators, Nurses, Government Employees, Food Service Professionals, Etc. WHO SHOULD NOT GET FLU SHOUT: Persons Who Have Flu-Like Symptoms, Persons Taking Certain Prescription Drugs, Persons With Chronic Illnesses (i.e.: Breathing / Heart Problems) & Persons Who Have Been Overseas.
Cody L Chenowith	MD-022	November 2010	I think that when CAP does PT we should have a PT belts on for safety also in my squadron we wear our safety vests. Last month on PT night, because it was dark, and we were running in our parking lot. (This was noted as a good idea; however please review the updated regulation on safety vests for all CAP activities.)

A Picture Is Worth a 1000 Words!

Deer breeding season runs from October through early January, and during this time they are highly active and on the move. This is when deer-vehicle collisions are at their peak. Stay alert…only <u>you</u> can prevent deer suicide!

Welcome to the Team!

The Safety Beacon is moving forward with the announcement of a new editorial team. On behalf of the National Safety Officer, Col. Bob Diduch, the National Safety Team would like to welcome the following and thank them for their commitment to bring safety and the news to the next level. Thank you!

Lt Col Sharon Williams – Group Leader
Lt Col George Fillgrove
Lt Col Van Don Williams
Maj Manuel Ceja
Maj James Ridley
Capt Carolyn Fillgrove

Until Next YEAR

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 great holiday. Merry Christmas to you and your families!