Newport News Composite Squadron
July 2009 Safety Briefing

1. National Safety Council (NSC) Safety Calendar

2. 101 Critical Days of Summer

3. Aviation Safety
   AOPA Flight Training Article: Summer's Challenge – Dealing with density altitude

4. Driving Safety
   New VA Texting law
   Online Safety Courses for Drivers Age 55 and Older

5. Bodily Injury
   Fireworks Safety
   Jelly Fish

6. Risk Management
   Piper PA-22-160 Accident

7. July Sentinel

8. 25 Jun 2009 Interim Change Letter

National Safety Council Calendar

JULY 2009

June 1 - July 31	**National Fireworks Safety Months**	Prevent Blindness America	(800) 331-2020 info@preventblindness.org	prevent blindness NSC Factsheets, Fireworks safety

National Fireworks Safety Months – Bodily Injury

Civil Air Patrol

Citizens Serving Communities

101 Critical Days of Summer

U.S. AIR FORCE
AUXILIARY

101 Critical Days of Summer

- Memorial Day Weekend through Labor Day Weekend
  - "Critical" because many lose their lives
  - More activities mean more risk
  - More risk means more injuries
  - Safety = Planning with knowledge of the past and making choices that prevent mishaps
  - Some risk is necessary for a meaningful life
  - Must weigh benefits and costs of each risk

CITIZENS SERVING COMMUNITIES

Vehicle Safety

- As a result of 6,000,000 car accidents in the US each year
  - 3,000,000 will be injured
  - 42,000 will be killed
  - The leading cause of fatal mishaps during this period
- Contributing factors include: Fatigue, alcohol, drugs, speeding & not using seatbelts
- Survival plan:
  - Insist on seat belt use
  - Don't drive impaired
  - Plan your trip
  - Inspect your vehicle
  - Don't speed (or go too slow)
  - Don't tailgate

CITIZENS SERVING COMMUNITIES

Water Safety

- Each year in the US,
  - 3,500 drown
  - 4,500 injured while boating
  - 700 killed while boating
- PFDs could reduce fatalities 90%
- Contributing factors include: alcohol, lack of PFDs, horseplay, and underwater obstructions
- Survival plan:
  - Use a "designated Captain"
  - Don't overload the boat
  - PFDs on weak swimmers
  - Explore water/feet first
  - Keep throwable PFD nearby
  - Use the engine kill switch

CITIZENS SERVING COMMUNITIES

Weather

- Weather Dangers
  - All Thunderstorms are dangerous
  - Lightning kills more people each year than tornadoes
  - Hailstones can fall at speeds in excess of 100 mph

  - Stay inside when storms are approaching
  - Listen for information on Watches and Warnings

CITIZENS SERVING COMMUNITIES

Summary

- The goal is *FUN* this summer!
- When someone is injured - it stops being fun!
- Make your own luck by managing risks
- Have fun by being careful out there!

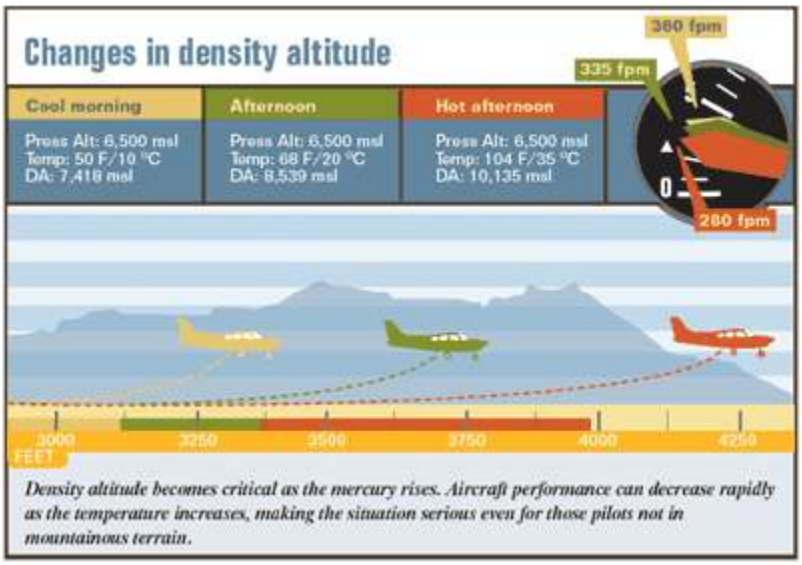
CITIZENS SERVING COMMUNITIES

Aviation Safety

AOPA Flight Training Magazine -

http://flighttraining.aopa.org/ft_magazine/fullstory.cfm?id=8231&issue_title=July%202009

Summer's challenge



The heat that accompanies summer's arrival in most of the country results in thinner air, effectively raising the pressure altitude higher than the actual altitude--sometimes much higher. This higher density altitude decreases lift and robs aircraft engines of power.

The somewhat abstract concept of density altitude represents a real danger to aircraft. To fight it, sometimes a pilot should lean the engine's fuel/air mixture for takeoff--an idea that might seem strange to pilots who learn to fly from airports at relatively low elevations.

Understanding density altitude begins with the fact that the lift a wing creates depends on the wing's size and shape, and the mass of the molecules of nitrogen, oxygen, and other gases in the air flowing around the wing. This, in turn, depends on the airspeed and on the air's density. Density refers to the mass of a substance per a unit of volume, such as the number of kilograms in each cubic meter of a solid. In American units, density is often described in pounds per cubic foot, which works well enough for ordinary uses. But pounds are a measure of force, not mass. Scientists and engineers working in American units use the slug for mass. Near the Earth's surface, a slug is about 32.2 pounds.

Since lift depends on the air's density as well as airspeed, anything that decreases the air's density decreases lift. Decreased lift is only the beginning. An airplane's engine produces power by burning the correct mixture of fuel and oxygen from the air. As air density decreases, each cubic foot of air the engine sucks in has fewer molecules, including oxygen. Thus, power decreases as air density decreases.

Thrust depends on the mass of air that an engine can push toward the aircraft's rear; decreased air density reduces thrust. Drag also decreases as air density decreases, but not enough to offset the decreases in power, thrust, and lift.

The density of any gas, including air, depends on its temperature, pressure, and mass of the gases in the air. Since nitrogen and oxygen account for approximately 99 percent of the molecules in the air, and the mass of these molecules doesn't change, air density depends mostly on pressure and temperature. (The amount of water vapor in the air also changes the air's density, with humid air being less dense than dry air, but this change is minor compared to the effects of temperature and pressure.)

Atmospheric pressure is caused by the weight of the air above any particular point pushing down on the air below it. This is why air pressure decreases with altitude. Air density also decreases as the air becomes warmer and increases as it grows colder.

Since the air aloft is usually cooler than at the surface, you might wonder why the air aloft isn't denser than the warmer air below. Lower atmospheric pressure and the resulting lower density aloft more than make up for the colder air. Air pressure also changes with the weather. Storms, in fact, are areas of relatively low atmospheric pressure at all levels of the atmosphere.

As you can imagine, ever-changing air density complicates life for someone trying to design an aircraft. For example, how will a particular combination of air pressure, altitude, and temperature affect an airplane's rate of climb? But pilots need to be able to calculate performance, such as the runway length needed for a takeoff, using the temperature and pressure measurements available to them. (No direct measurements of density are available; it has to be calculated.)

Early in the twentieth century, aeronautical engineers and meteorologists developed the standard atmosphere as a way to characterize aircraft performance in the atmosphere's ever-changing density. You can think of the standard atmosphere as a global average atmosphere, with values of air pressure, temperature, and density for each altitude. Figure 1 is an excerpt from a standard atmosphere table that shows altitude in feet, air pressure in inches of mercury, temperature in degrees Fahrenheit, and density in slugs per cubic foot.

Altitude (in feet)	Pressure (in. Hg)	Temperature (F)	Density (slugs per cubic foot)
0	29.92	59.0	0.002378
1,000	28.86	55.4	0.002309
2,000	27.82	51.9	0.002242
3,000	26.82	48.3	0.002176
4,000	25.84	44.7	0.002112
5,000	24.89	41.2	0.002049

Standard temperature and pressure decrease with an increase in altitude.

The chart shows that a 1,000-foot-elevation airport on a "standard" day would have an air temperature of 55.4 degrees F; the air pressure would be 28.86 inches of mercury, and the air density 0.002309 slugs per cubic foot. But on a hot day with a temperature of 100 F, and the pressure of 28.86 inches of mercury, the air's density would be very close to 0.002112. When we look at the chart, we see that this density is the same as the density at 4,000 feet in the standard atmosphere. We say that the density altitude in this case is 4,000 feet.

Dealing with density altitude is all about understanding its effects and altering the airplane's configuration based on it. A piston engine runs well only when an exact amount of gasoline is mixed with the air flowing into engine's carburetor, or the amount of fuel injected directly into the cylinders. As the airplane climbs into the less dense air aloft, too much gasoline is present for the thinner air, making the engine run rich and reducing its power. The pilot uses the mixture control to "lean" the mixture; that is, reduce the amount of gasoline combining with the air going into the engine.

A pilot attempting to take off on a hot summer afternoon will not succeed if the air's density is too low to produce the needed power, thrust, and lift. Summer is a good time for students to learn about performance calculations and for experienced pilots to become reacquainted with them.

Jack Williams, a freelance science writer specializing in weather and climate, is an instrument-rated private pilot. The latest of his six books is The AMS Weather Book: The Ultimate Guide to America's Weather. Visit his Web site.

By Jack Williams

Driving Safety

http://www.dmv.state.va.us/webdoc/general/news/news.asp?id=5558

DMV News Releases

FOR IMMEDIATE RELEASE
Tuesday, June 2, 2009
Media Contact: Melanie Stokes
Department of Motor Vehicles
(804) 367-6623

Texting While Driving is Unsafe and Unlawful After July 1
DUI Punishments Also Enhanced

RICHMOND - Virginians who send text messages or emails while driving after July 1 will be violating the law and will face a $20 fine.

The Virginia Department of Motor Vehicles' (DMV) Virginia Highway Safety Office encourages motorists to avoid distractions, such as texting while driving. Last year, 28,395 crashes occurred in the Commonwealth involving driver distraction. Of those, 114 people died and 14,480 were injured.

The new law banning texting and emailing passed by the General Assembly has several exceptions including emergency vehicle operators, drivers reporting an emergency or a driver who is parked. Also, texting while driving is a secondary offense, meaning a law enforcement officer must have a different reason to stop or arrest the driver. The fine is $20 for a first offense and $50 for a second offense.

Other than making texting while driving against the law, the legislature also made the criteria stricter for requiring an ignition interlock device. Beginning July 1, if a motorist is convicted of driving while intoxicated for the second time within 10 years, the person must install an ignition interlock system on all the vehicles they own or co-own to obtain restricted driving privileges during the three-year revocation, or full driving privileges at the end of the revocation period. The timeframe used to be five years, not 10.

An ignition interlock is a device installed onto a car's dashboard. Before the vehicle's motor can be started, the driver first must exhale into the device. If their breath-alcohol concentration is greater than the programmed alcohol concentration - usually 0.02 or 0.04 percent - the vehicle will not start.

In a related move, the legislature also passed a law explaining the punishments for people who are caught driving without the ignition interlock device when it is ordered by DMV. After July 1, violators will be guilty of a Class 1 misdemeanor and may have their driver's license revoked for

one year. The punishments for conviction of a Class 1 misdemeanor include jail time for up to a year and a fine of up to $2,500.

The General Assembly also passed a law related to traffic safety that impacts safety courses for drivers age 55 and older. After July 1, crash prevention courses may be offered online to these drivers if the company offering the class is approved by DMV. In addition, insurance companies may allow a reduction in premium charges to drivers 55 and older who successfully complete a crash prevention course via the Internet or other electronic means.

Bodily Injury

National Safety Council

http://www.nsc.org/resources/Factsheets/hl/firework_safety.aspx

Using Fireworks Safely

Summer means picnics, barbecues, parades and fireworks displays, especially around the 4th of July. Summer also means an increase in injuries from backyard grills, bonfires and fireworks. In 2005, an estimated 10,800 people were treated in emergency rooms for fireworks-related injuries, nearly half of whom were under 15 years old.

Children between the ages of 10 and 14 were at three times the risk of fireworks injuries than the general population. About a third of the injuries were from small firecrackers, 21 percent from bottle rockets and 20 percent from sparklers. In 2004, fireworks caused $21 million in direct property damage.

The National Safety Council advises that the best way to safely enjoy this 4th of July is to watch a public fireworks display conducted by professionals.

However, if fireworks are legal where you live and you decide to use them, be sure to follow these important safety tips:

- Never allow young children to handle fireworks.
- Older children should use fireworks only under close adult supervision.
- Light fireworks outdoors in a clear area away from onlookers, houses and flammable materials.
- Light one device at a time; maintain a safe distance after lighting.
- Do not allow any running or horseplay while fireworks are being used.
- Never ignite devices in a container.
- Do not try to re-light or handle malfunctioning fireworks; douse and soak them with water and discard them safely.
- Keep a bucket of water nearby to fully extinguish fireworks that don't go off or in case of fire.

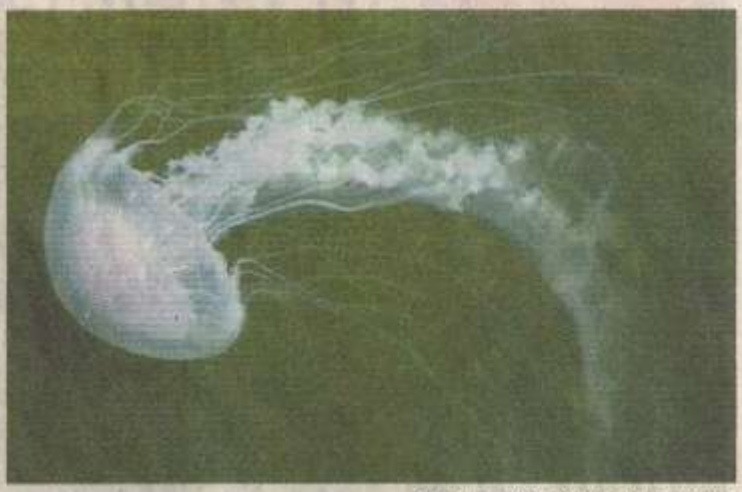
Daily Press 11 July 2009

HAMPTON ROADS

Look out! Jellyfish hordes back for another summer

Conditions are ideal for sea nettles in the York River

By Jon Cawley
jcawley@dailypress.com | 247-4635



SANGJIB MIN/DAILY PRESS FILE PHOTO
A sea nettle jellyfish at the York River near Gloucester Point. Current conditions, including warm water, are optimal for nettles.

Many who grew up in Hampton Roads or have spent significant time here have suffered the lash of jellyfish tentacles.

For the uninitiated, the resulting sensation is akin to searing flesh. And it's a right of passage, of sorts, in these parts.

Chrysaora quinquecirrha, the jellyfish scourge of the Chesapeake Bay, has once again returned to bask in Hampton Roads' warm coastal waters, like so many summer tourists.

It's an annual occurrence where the stinging creatures, commonly called sea nettles, infest bay shorelines, providing ample misery for unfortunate swimmers who come in contact with them. Some summers the deluge is lighter, and in others it's heavier, depending on the weather.

Conditions this year are proving optimal and allowing the nettles to extend their tentacled reach into bay tributaries. Of three types of jellyfish common to the area, nettles pack the most painful sting.

See JELLYFISH/Page 4

Jellyfish

Continued from 1

Over 100 people were stung at Yorktown Beach on July 4 alone, according to fire department personnel who spent much of the day tending to the victims.

At Gloucester Point, the jellyfish were comparatively thick over the holiday weekend, and Katey Legg, a county Parks and Recreation supervisor, estimated at least 50 beachgoers were treated there last Saturday.

Hampton and Newport News officials reported an average summer so far for stinging nettles at Buckroe and Huntington beaches.

That means a lot of the dastardly jellies are bobbing around out there — so, look out!

A view from afar reveals an undulating creature with a whitish or reddish bulb floating near the water's surface and stringy tentacles cascading from underneath. Its slow-moving nature seems non-threatening, but even minimal human contact normally results in welts that can remain extremely painful for some time.

Just ask 7-year-old Benjamin Reilly of Newport News.

Benjamin was at Yorktown Beach for a short time Tuesday afternoon, when he emerged from the water with marks covering his torso and one arm that rapidly went from pink to red, said his mother, Caryn Reilly.

The grimace on Benjamin's face and his tightly balled fists were testament to his torment as a York paramedic tended to him with a gooey mixture of sterile water, baking soda and acetic acid that neutralizes the nettle's toxins.

In 2007, York County Department of Fire and Life Safety officers developed the remedy, now contained in their "Davenport Kit," to address the frequent stings at the beachfront. The kit, named after EMS Supervisor John Davenport, who helped pave the way for its implementation, has proved effective in rapidly alleviating distress from the stings and recently earned the department an Achievement Award from the National Association of Counties.

The kits are stocked on all emergency vehicles that typically serve the Yorktown Beach area. In the case of a sting, the mixture is spread over the wound and tongue depressors are then used to scrape off the stingers before an anesthetic/antibacterial spray is applied.

One teenage sting victim at Yorktown beach said his pain subsided about 30 seconds after the paste was applied.

York fire officials said the public response to the treatment has been overwhelmingly positive and its use has cut down on the frequency of emergency room visits related to stings.

That has saved the county money and helped ensure paramedic crews are available to respond to more serious emergencies, they said.

Chris Crippen, the Virginia Living Museum's aquarium curator who himself was stung off Gloucester Point over the July 4 weekend, said the extent of the annual onslaught is strictly determined by environmental factors.

And unless the region sees a deluge of rainfall in coming weeks, Crippen predicted it's likely to be a long summer for those who brave the water.

Crippen said sea nettles fa vor areas with higher salinity and water temperatures an can be pushed toward shore by prevailing winds and tides When precipitation levels ar down, sea nettles tend to mak their way farther up rivers an streams than they would i wetter years when run-of keeps those portions of the wa tershed flush with fresh wate

"Conditions are ideal," Crip pen said of the current situa tion. "They're staying in thei comfort zone and that happen to be right off Yorktow Beach."

JON CAWLEY/DAILY PRESS PHOTOS

York County paramedic Mike Stinson applies a mixture of fresh water, acetic acid and baking soda to jellyfish stings on the torso and arm of Benjamin Reilly, a 7-year-old Newport News resident. Reilly was stung while swimming at Yorktown Beach recently.

A mixture of sterile water, acetic acid and baking soda is applied to jellyfish stings. The mixture neutralizes the jellyfish toxins to provide immediate relief to victims.

Want to know where stingers will be?

▶ The National Oceanographic and Atmospheric Administration maintains a Web site project that provides extensive information about sea nettles and uses computer models and satellite information to provide real-time and forecasted maps of probable locations where stinging jellyfish are or will be congregating in the Chesapeake Bay watershed.

▶ Go to **coastwatch.noaa.gov/seanettles**

Risk Management

Flying Magazine – Aug 2009

PIPER PA-22-160

Leonardtown, Maryland

Injuries: 1 Fatal, 2 Minor

The pilot made a forced landing to an open field on initial takeoff climb. He informed the State Police that he was concerned about the weight of the airplane and the possible performance due to the hot weather. On takeoff, the airplane was slow to accelerate which he attributed to the hot and humid weather. The airplane used about 3,000 feet of runway before becoming airborne at 80 mph with an initial climb of about 50 feet per minute, "well below normal." As the airplane approached a tree line located about 1,500 feet from the end of the runway, the airplane was no longer able to climb and began a descent. The pilot stated that the airplane was at full power, he lowered one notch of flaps just before reaching the tree line, then he lowered the flaps to the full down position, the airplane skimmed the top of the trees, collided with the ground in a nose-down right wing low attitude, and caught fire, destroying the airplane. He stated that the gross weight of the airplane was 2,000 pounds, and he did not conduct any formal performance planning for the flight except for mentally going over the weight and balance in his head. In addition, the pilot did not consider that density altitude and pressure altitude was a factor since he was departing from a 4,000-foot runway. The weight and balance was computed using the empty weight and three different baggage weights provided to the State Police, FAA and NTSB by the pilot, and the empty weight provided by the aircraft manufacturer. The takeoff weight in all three computations ranged from 1,816 pounds to 1,981 pounds. The departure airport is located at an elevation of 142 feet, and the departure runway is 4,150 feet in length. The temperature at the departure airport was 82° F, dew point temperature was 72° F, and the altimeter was 29.88. The density altitude at the time of the accident was 1,755 feet and the pressure altitude was 180 feet. The manufacturer stated that with flaps extended the performance figures were for standard airplanes flown at gross weight under standard conditions at sea level. The takeoff run is 1,220 feet and the takeoff over a 50-foot barrier is 1,600 feet. With a density altitude of 1,755 feet the takeoff run will increase approximately 25 percent for every 1,000 feet increase in density altitude. The takeoff run would have been approximately 43 percent longer or 1,745 feet and 2,288 feet to clear a 50-foot obstacle. Had the pilot performed written calculations for the weight and balance and density altitude for the departure airport he would have known that his takeoff distance would have increased due to the environmetal conditions at the time of accident; thus, he could have selected a go or no go point on the runway to abort the takeoff. Post-accident inspection disclosed no evidence of any pre-impact mechanical anomalies.

Probable cause(s): The pilot's inadequate performance planning and failure to abort the takeoff.

THE SENTINEL
OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Managing Risk to Operate: Making ORM Part of CAP's Culture

While good CAP-wide initiatives come and go, ORM has been around for more than a decade but only recently adapted for CAP. Why has it been around so long? Because it's a simple, common-sense approach and a uniquely useful tool for achieving excellence while preventing mishaps.

So why is it that the highest-ranking leaders in the CAP continue to espouse the virtues of ORM, and yet the youngest of our members and our junior leaders have trouble understanding the basic steps of the process?

This is a navigation aid to help us change course and make ORM an integral part of CAP culture. It is a guide to changing our perceptions of what ORM is and what it is not.

ORM is not about avoiding or eliminating all risk in what we do. We face risk every time we get into our cars, man an aircraft or attend an activity. These risks don't keep us from doing our jobs. A Navy Admiral once coined the phrase "Managing Risk to Operate," and made it clear that ORM is about getting the job done while keeping our members and equipment capable of doing it again tomorrow. This is why the ORM effort nation-wide is being reinvigorated and standardized.

Where We Want To Be

We want everyone to understand risk management. We want them to know how to apply the principles and the process at the right level in their specific tasks and activities, on and off duty. We need every CAP member to understand that every injury to a member or damage to CAP equipment robs us of a vital part of our team.

A critical step is changing people's perceptions of ORM:

CAP Safety Team

Col Lyle Lattoor, CAP/SE
LLattoor@cap.gov

Col Charles Greenwood, GLR/SE
cgreenwo@bsu.edu

Col Charles Glass, MER/SE
caglass@juno.com

Lt Col David Plum, NCR/SE
sarvdad@centurytel.net

Lt Col Bruce Brown, NER/SE
bbrown@ner.cap.gov

Maj Alex Kay, PCR/SE
bcat417@aol.com

Lt Col Donald Johanson, RMR/SE
johansondon@msn.com

Maj Bill Woody, SER/SE
wawoody@attnet

Lt Col Melanie, SWR/SE
MelanieCapahart@peoplepc.com

Lt Col Larry Matticillo, Editor
Phone: 917-969-1812
Fax: 972-991-5855
lmattiello@aireuro.com

HQ Civil Air Patrol/SE
105 South Hansell Street
Maxwell AFB AL 36112-6332

- ORM is a tactic; not a safety program. It is a way to deal with the threats (hazards) we face every day. These threats are almost always under our control, and the deadliest ones are our own human errors.
- We use ORM all the time, we just don't recognize it. By taking advantage of the ingenuity of others, by following procedures, and by using the tools provided for us, we are managing risk.
- We all must learn to ask, "What's different today?" as a way to anticipate changes in "routine" task. In ORM terms, this question transitions us from planning (deliberate ORM) to action (time-critical ORM). It allows us to alter our plans and deal with unexpected hazards.

The Way Ahead

Ingraining ORM into our culture will require leaders to think and plan with the principles and concepts of ORM fully integrated. Leaders must teach ORM techniques to our newest members. Junior personnel must understand that they need to master a simple set of skills to effectively play their positions on the team, watch for changes, and communicate what they see to their teammates. Everyone must know and use ORM terms so everyone knows the process is in action.

Col Lyle E. Letteer, CAP
National Safety Officer

Holiday and Summer Safety

According to the National Safety Council, during the past 37 years, an average of 90 people per year have been struck and killed by lightning. Florida, Texas and North Carolina consistently rank as the top three states for lightning related deaths. Since lightning can't be stopped or prevented, you need to know what actions to take during periods when lightning is active.

- Stay inside away from windows
- If outdoors, stay away from water, metal objects and under trees
- When outdoors put your feet together, duck your head, crouch down and put your hands over your ears

Commercial vendors should deliver, prepare, handle and operate all fireworks displays. These vendors must be licensed under local laws. For fireworks around the home, contact your local police department to make sure they are permitted. Do not allow young children to play with fireworks. Provide close supervision for older children. Read and follow all warning instructions printed on the label. Keep a bucket of water nearby for emergencies. Pour water on fireworks that do not go off. Remember, attending a professional display is the safest.

- Attend professional displays
- If you decide to have a display, make sure fireworks are legal
- Keep fireworks away from children
- Check the package for instructions on storage

A trip to the barbecue grill could net you more than a tasty meal, particularly when mixing charcoal with gasoline or lighter fluid or when using an improperly vented propane grill. Summertime chefs can reduce the chance of serious injury by adhering to simple safety precautions.

- Well ventilated areas outdoors
- Approved lighter fluids, no gasoline
- Stand upwind when lighting grill
- For propane grills, open grill cover before lighting
- After cooking, shut the propane bottle valve off and let the gas in the lines burn out

Don't forget that risk management techniques can reduce the potential for mishaps. The five-step process includes:

- Hazard Identification
- Risk Assessment
- Risk Decisions
- Control Implementation
- Monitoring

Col Lyle E. Letteer, CAP
National Safety Officer

Encampment Safety Observations

Having spent last week on staff (not as the safety officer) at a wing summer encampment with an NCO academy running simultaneous, I was able to observe some safety issues first hand.

Water and Gatorade were plentiful at every activity and one eight-ounce glass of milk and juice could be consumed at mealtimes. No soft drinks were allowed. Even with the availability of fluids, there was the usual dehydration. Although "Hydrate! Hydrate! Hydrate!" was spoken several times during the day, the cadets were not taking in enough fluids. The cadets on my staff assured me they were drinking water, even though I never witnessed two of them drinking without being told to. Only after putting a bottle of water in their hand, did I observe them drinking between meals.

Two basic cadets sprained joints. One stepped in a hole during drill which resulted in a sprained ankle. A thorough inspection of activity areas at the start of encampment using a line search may have prevented this injury. The other cadet tripped after getting out of bed and sprained a hand. Expect and insure each cadet, basic and staff, keeps their room neat and picked-up at all times.

Locked knee issues occurred. During pass-and-review and graduation, a brigadier general base commander requested all cadets on the field to relax a little. The encampment cadet commanders should follow this example.

A few sunburns were noted on cadets and senior members. Have sunscreen available in the field and remind ALL to use it. "I don't like to use sunscreen because it's greasy, or smells funny, etc." is not an acceptable excuse. There are new sunscreens on the market that eliminate the common complaints about the product.

The last issue is the most often observed; just plain tired. Heat had a lot to do with it. There was high humidity and daytime temperatures in the 90s throughout the week. A lot of generally not feeling well, mild stomach aches, headaches, and lack of sleep appeared in cadets as well as senior members.

There is a lot to do and a short time to do it at encampments and summer activities. When you are not at your best both mentally and physically, accidents, injuries and illnesses have a way of happening. Look to schedule down time; not an hour here and there, but a block of several hours during the middle of the event for all to recharge their batteries and have some personal time. Even though lights-out is at 2200, you know cadets and senior members will be up well past that. Someone must enforce the lights-out. Try to schedule one day's activities to begin after 0900 to allow for some extra sleep.

If enough senior members are on staff, run two shifts. Request that senior members from a local squadron, who cannot commit to a staff position the entire activity, volunteer a few hours during the morning, mid-day or evening to give the full-timers a break.

Time and resource management is the key to a safe and accident free summer CAP event.

Lt Col Brenda Allison, CAP
Asst National Safety Officer

Summary of Form 78 Accidents and Incidents for May 2009

Aircraft

Landing-MX inspection revealed tail tie-down eyelet protection plate bent, plate had contacted a/c skin.

Bird strike-on final heard noise/felt slight bump from behind. Found dent at leading edge root of left horizontal stabilizer during post flight.

Ground handling-tow bar found on ground after flight. Chip near end of prop blade and gash in tow bar noted.

Ground hdlg-pilot was maneuvering for departure when propeller struck a barrel being used to mark runway.

Ground hdlg-small dent on the outboard corner of the right aileron/broken wick found during preflight.

Landing-scratches on tow hook & rear tail box found during preflight.

Precautionary landing-engine kicking after takeoff. Had been no significant drop in left magneto during preflight run-up.

Precautionary landing-engine sputtered approx 5 seconds, emergency procedure implemented, landed safely.

Landing-aircraft porposed on landing, prop strike.

Rear left seat belt left hanging out of door. Banged on a/c in flight pock-marking metal skin and chipping paint.

Bird strike-bird struck left wing at 3000' MSL. Broken landing light cover & feathers found after landing.

Electrical failure (total)-Gippsland on IFR flight plan landed safely in heavy rain and periodic ground fog.

Precautionary landing-minor engine surge in flight. Carburetor air intake damage and animal traces found next day.

Precautionary landing-strong odor of electrical smoke climbing through 6000' MSL.

Maintenance-spinner backing plate found cracked during post-flight inspection. Small tab had broken, but remained attached to spinner.

Vehicle

Contacted a support column in the parking garage while backing. Minor crease in left rear bumper.

Rear fender of non-CAP vehicle from on ramp merged into front bumper of Corp vehicle.

CAP van collided with a non-CAP vehicle at intersection. Front end damage to CAP vehicle.

Rear end collision at a red light. Bent front license plate frame.

CAP vehicle struck non-CAP vehicle. Minor front bumper dented.

Blowout of rear passenger side tire.

Backed into fence post. Left taillight, left quarter panel, left rear bumper.

Struck a rock while backing. A ground marshal was being used. Paint scrape, with no other damage to the bumper.

Left front wheel fell of the van caught the frame of trailer it was towing. Small dent and 6 inch scrape in paint above front left wheel well.

Bodily Injury

SM tripped on sidewalk between hangars; lacerated forehead.

SM cut finger; received stitches.

OFFICE OF THE NATIONAL COMMANDER
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

25 June 2009
Supersedes Interim Change Letter of 15 June 2009

MEMORANDUM FOR ALL NCSA DIRECTORS, ENCAMPMENT COMMANDERS, & PARTICIPATING CADETS

FROM: CAP/CC

SUBJECT: Revised Interim Change Letter– Increased Safety Requirements for Cadet Activities

1. **Command Intent:** On 15 June, I issued a letter announcing new safety requirements for cadet activities this summer. I've been reviewing comments from the cadet community and I'm pleased that my letter has brought safety to the forefront of our Cadet Program. Moreover, my letter initiated a very productive feedback process on how to best keep our cadets safe during high-risk activities. I always welcome thoughtful, team-focused feedback. Today I am writing you to modify some requirements contained in my first letter and give you a better perspective on how to implement the remaining requirements.

a. First, I want even the youngest, newest cadets to know that in CAP, safety is a priority that involves everybody. First-year cadets at encampments, for example, are learning the basics of cadet life. Safety is one of those basics---it's absolutely paramount.

b. Second, every cadet activity is unique. The physical setting, school curriculum, and people make it so. Therefore, it's critical that cadet activity leaders become solid practitioners of the ORM process. ORM is simply a way of systematically looking at potential safety hazards. Although it is not possible to eliminate all hazards, it is possible to minimize risks through sound management practices. I need activity leaders to get behind ORM and truly make it second nature.

2. **Summary of New Safety Requirements:** To accomplish my overall command intent described above, I am modifying the safety requirements contained in my initial letter as follows:

a. The activity director will appoint a safety officer to conduct the activity's safety program.

b. The safety officer will conduct a daily safety briefing.

c. "Full time" cadet and senior staff (not students) will complete the Basic and Intermediate ORM Courses and associated ORM worksheet before the activity officially begins. Materials are available at capmembers.com/orm. Activity directors are able to verify completion via eServices.

d. On Day 1 of the activity, the activity staff will lead the students through the Basic ORM Course, using the slides found at capmembers.com/orm. These students do not need to complete and pass the written test associated with this course. However, instructors need to facilitate a

meaningful discussion about how the course's lessons relate to the particular activity the students are participating in.

e. For activities that involve formal flight instruction, operational flying, or intensive flight line work (but not CAP or military orientation flights), students and staff will view the Ground Handling Video at capmembers.com/safety. For glider programs, students and staff will view the Soaring Safety Foundation's "Wing Runner Course," available at www.soaringsafety.org/school/wingrunner/toc.htm.

f. I am rescinding the requirement to complete the AOPA Essential Aerodynamics Course that was originally announced on 15 June.

g. Finally, activity directors still need to fulfill the Required Staff Training guidelines set forth in CAPR 52-16, paragraph 1-3f.

3. **Future Posture:** This fall, I will be tasking the Safety and Cadet Programs teams to conduct a data-driven analysis of cadet safety issues and share those findings with you. At that time, we'll also revisit the requirements I've established for this summer to see if they're having a positive effect on our safety performance.

4. **Bottom Line:** What's the bottom line? If we can better educate our members about ORM, we are more likely to keep them safe. Thank you for your continued outstanding support of one of our most important national resources, our cadets.

Amy S. Courter

AMY S. COURTER
Major General, CAP
National Commander

cc:
CAP Board of Governors
CAP National Board
CAP National Executive Committee
CAP National Safety Officer
Chief, CAP Health Service
CAP National Staff Advisor for Operations
CAP National Staff Advisor for Support
All Region / Wing Directors of Cadet Programs
CAP-NHQ Directors
CAP-USAF/CC
CAP-USAF LR/CCs
CAP-USAF SDs