



Newport News Composite Squadron

July 2012 Safety Briefing

10 Jul 12





Overview

- Safety Education Reminders
- July Safety Beacon
 - Encampment 2012
 - Healthy Swimming
 - Health effects of Heat
 - Grilling Safety
 - 4th of July Safety Tips
 - IFR Fix
 - Selling Safety
- Get-Home-itis
- ORM - Hanger Rash
- SAREVAL



Safety Education Reminders

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



CAP SMS Page

CAP - Safety Management System(SMS)

eServices | Sign Out | Jeffrey A. Rowell

About SMS

Overview

Home

Home

Education

Education Validation
Log Safety Education
Online Education

Misc

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

Safety Mishap

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

Survey

Safety Survey

References

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

Documentation

Tutorials

CAP - Safety Management System(SMS)



SAFETY MANAGEMENT SYSTEM (SMS)



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

CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY

CITIZENS SERVING COMMUNITIES



Safety Courses

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



Safety Beacon

Healthy Swimming

- Protection against Recreational Water Illnesses (RWI)
- RWIs are illnesses caused by germs that can contaminate water in pools



THREE steps for All Swimmers

PLEASE don't swim when you have diarrhea. You can spread germs in the water and make other people sick.

PLEASE don't swallow pool water. Avoid getting water in your mouth.

PLEASE practice good hygiene. Shower with soap before swimming and wash your hands after using the toilet or changing diapers. Germs on your body end up in the water.





Safety Beacon

Health Effects of Heat

Heat Exhaustion



Dizziness



Headache



Sweaty skin



Weakness



Cramps



Nausea, vomiting



Fast heart beat



Heat Stroke



Red, hot, dry skin



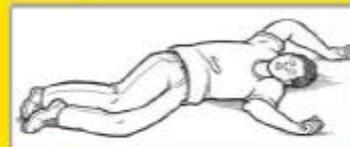
High temperature



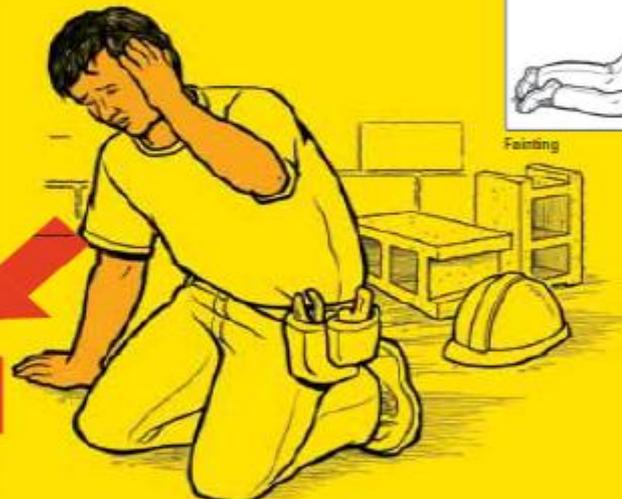
Confusion



Convulsions



Fainting



Watch out for early symptoms. You may need medical help.
People react differently — you may have just a few of these symptoms, or most of them.

1

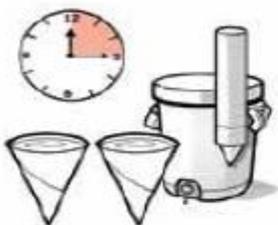


Safety Beacon

Health Effects of Heat

- Water, Rest, Shade – Work can't get done without them

Drink water even if you aren't thirsty – every 15 minutes.



Rest in the shade.



Watch out for each other.



Wear hats and light-colored clothing.



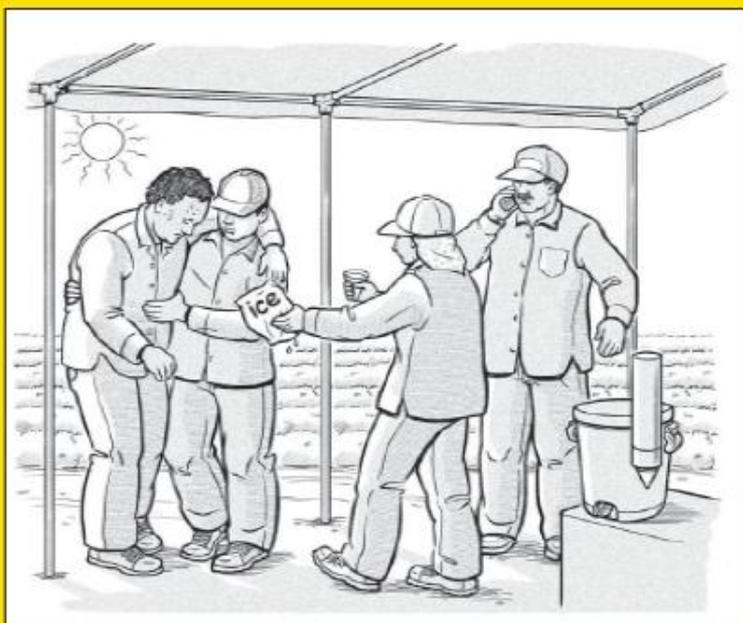
"Easy does it" on your first days of work in the heat. You need to get used to it. Rest in the shade – at least 5 minutes as needed to cool down.



Safety Beacon

Health Effects of Heat

- Heat kills – Get help right away!

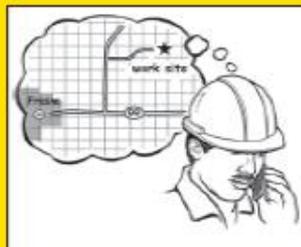


If someone in your crew has symptoms:

- 1) Tell the person who has a radio/phone and can call the supervisor – you need medical help.
- 2) Start providing first aid while you wait for the ambulance to arrive.
- 3) Move the person to cool off in the shade.
- 4) Little by little, give him water (as long as he is not vomiting).
- 5) Loosen his clothing.
- 6) Help cool him: fan him, put ice packs in groin and underarms, or soak his clothing with cool water.

When you call for help, you need to:

- Be prepared to describe the symptoms.
- Give specific and clear directions to your work site.



3



Safety Beacon

Grilling Safety

- ~5,700 grill fires occur annually in US
- Only use propane and charcoal grills outdoors
- Position grill well away from siding, deck railings and out from under eaves and overhanging branches
- Keep pets and children away from grill area
 - 3-foot “kid-free zone”
- Check gas cylinder hose for leaks before using first time each year
- Light soap & water solution on hose will reveal leaks
- If there is a leak – turn grill off and get it serviced
- If leak doesn't stop – call fire department



Safety Beacon

IFR FIX

- IFR rating is a good thing
- Remember VFR traffic may be out there in marginal conditions and may not use radio
- VFR flyers be aware of instrument approaches
- Keep privileges fresh – IFR realm is evolving fast



Safety Beacon

Selling Safety

- Article by former Army Aviation Safety Officer
- “How many accidents did you prevent this week?”
- “All of them, sir” – “All but one, sir”
- Safety unique challenge in CAP, how to “sell” safety
- Volunteer organization different from military
- Military have “carrot and stick” option
- Do things certain way – reward (carrot)
- Do things the other way – consequence (stick)
- Successful safety program uses positive reinforcement



Extra Stuff

Get-Home-itis

- NASA June "Callback" newsletter
- Aviation Safety Reporting System reports
- Stories from "live" potential statistics
- What is get-home-itis
- Get-there-itis is just as common as get-home-it is
- Busted MDA on a GPS approach
- Scud running and flight through clouds without IFR clearance
- Long day, fatigue, disorientation
- VFR into IMC, then IFR into icing



ORM

Hanger Rash

- In the past 60 days, Civil Air Patrol has experienced 5 hangar rash and 2 taxi mishaps.
- All 7 were the result of improper actions by the aircrew.
- "Conversation with the National Commander" initiative is an attempt to stem the tide of this type of mishap.
- However, we need to do more.
 - 1st incident – immediate suspension of flight privileges for 90 days
 - 2nd incident – immediate suspension of flight privileges for 180 days
 - 3rd incident – permanent revocation of CAP flight privileges (pilot or aircrew)
- Sterile Cockpit Procedures



Extra Stuff

SAREVAL

- July/August FAA Safety Briefing article
- Volunteer flying
- “Mission” versus “flight”
- There is pressure due to USAF “evaluation”
- An accident/incident is much worse on the evaluation than using good judgment to “knock it off” if necessary
- Prepare for heat, Stay hydrated, Eat properly, Be rested
- Plan ahead, don’t box yourself into bad decisions

SAREVAL goal

- Accomplish the tasks – Everyone returns home intact



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.



CALLBACK

From NASA's Aviation Safety Reporting System



Issue 389

June 2012



"Get-**HOME**-itis"

This month, *CALLBACK* takes a look at how the urge to press on to one's destination, despite conditions that might otherwise discourage such a decision, can lead to risky behavior and undesirable consequences. Four pilots who let "get-home-itis" cloud their thinking share valuable insights into avoiding this dangerous malady in the following ASRS reports.

"Get-there-itis"

Just as the more common "get-home-itis" can lead to poor decision making, so can the desire to get to a destination other than home. In this case, family commitments pressured a Private Pilot to act against better judgment.

■ *OK, I did it; the dumbest thing I have ever done in my entire life. I busted the MDA on [a GPS approach]. I can't believe I did this. I am now a statistic. At least I'm a live statistic. It was a classic case of "get-there-itis" to the extreme. My wife and I had booked a bed and breakfast and I was blinded by my desire to please her.... I knew the ceilings, as reported by ATIS, were half of what the minimums were on the plates. ATC cleared me for the approach and I went ahead and shot the approach anyway. The ironic thing is that it was probably the best approach I ever shot in my life. That doesn't dismiss the fact that it was also the dumbest decision I probably ever made and I am not short on doing dumb things.*

I am, by nature, a safe and conservative pilot. On this day my brain went dead. I'm pretty sure I know what led me to the bad decision making process. The advance booking pretty much set a deadline that I subconsciously determined I was going to make. The rest is history. I feel like an alcoholic who has just recognized he has a problem. I can only hope this experience shakes the dumbness out of my head for the rest of my life.

Making a Run for It

This Pilot of an Experimental Homebuilt made a correct decision by landing enroute when the weather deteriorated. But then the desire to get home took over and poor judgment got the upper hand.

■ *[I] was cruising at 7,500 feet, enjoying a nice tailwind. There were clouds below at about 3,000 feet, but it was clear, VFR above. I had anticipated staying on top until I got near my destination then finding a hole to get down. A call to Flight Watch, however, told me that wasn't going to happen. It started closing up under me so I found a hole in the deck and wound up landing at an airport about a third of the way along the route. [I] waited on the ground for a couple of hours watching clouds and visibilities on the internet, hoping it would improve. Given the very large, slow moving front over my route and destination I knew if I didn't get home today I would have to wait several days before the weather cleared.*

The visibility seemed good enough (four to five miles) to scud run so I decided to make a run for it. [I] got about two-thirds of the way and it got much worse, perhaps 300 foot ceiling and two miles visibility. Not having any options at this point, I elected to climb and got above the clouds at about 3,500 feet. I had plenty of fuel but was getting short on daylight. My GPS shows some terrain features, so I decided to keep heading directly towards my destination until I reached the Mississippi River which would keep me away from any tall towers in the vicinity. At that point, I descended back down through the deck until I could see the water. I followed the river north for a short while until I recognized a highway that ultimately leads to my destination. I called the Tower and requested Special VFR, which they granted. At that time, I think it was 500 feet and three miles with mist and I landed without incident, 20 minutes before official sunset. [It was] definitely a case of "get-home-itis" and poor judgment. All day I have been thinking how close I really was to not making it.

A Near-Lethal Combination

In a scenario involving a number of adverse factors in addition to a combination of "get-home-itis" and complacency, this Embraer Phenom 100 Flight Crew was fortunate that Air Traffic Control made a great "save."

■ *While on an RNAV approach at night, the Captain and I became disoriented and started to descend to the MDA prior to the Final Approach Fix (FAF). We thought we had*

already passed the FAF, but in reality we had only passed the intersection before the FAF. Four miles from the FAF, Tower notified us of a low altitude alert and told us to immediately climb to the published altitude. We acknowledged the instruction and corrected our altitude. The published altitude for that segment of the approach was 2,000 feet and we had descended to 1,400 feet.

There were several causal factors for this event: 1.) It was a long duty day. We had already flown roughly eight hours during the course of the day and this was our fourth leg and last leg home. It was dark and we were tired for sure. 2.) During the final leg to our destination, ATC gave us multiple route changes, speed assignments, vectors and a last minute change to the arrival. There was insufficient time to properly configure and brief the approach and corresponding altitudes. 3.) There was some anxiety about getting below the clouds because there are some unique runway conditions currently at this airport. The first 2,000 feet of the runway were unusable due to routine maintenance and we wanted to make sure we identified the runway early so we could visually verify the new touchdown point. 4.) The morning and afternoon thunderstorms in the vicinity challenged us during the course of the day and they left behind pockets of moderate precipitation and turbulence for the arrival. We had to keep clear of the weather cells and keep up with rapidly changing ATC instructions. 5.) Nourishment. We had each eaten a scant breakfast, taken a late lunch, and completely skipped dinner due to flight requirements. I made several comments that I was ready to get down so I could find a place to get something to eat.

Looking back on this event, I am most grateful to the safeguards placed within the ATC system. Had we not received the low altitude alert, the history of this particular flight could have been much worse. As the day progressed during long flight legs in rough weather I began to slowly lose my focus and attention to fine detail. Admittedly I was spent. I was safe within legal duty and rest limits, but the anxiety of the trip the night before coupled with the long duty day, dulled my senses and allowed me to slip into a near-lethal combination of “get-home-itis” and complacency.

I can see now a few variables I could change to prevent this from happening again in the future. First, advise ATC that we need delay vectors to prepare properly for the approach. I know that is a wildly unpopular choice in a very crowded and busy airspace, however it could have afforded us the opportunity to brief and prepare for the approach. Secondly, make sure that I take a moment to get some nourishment before I embark on a full day of flying. Third, make sure

I confirm that the other pilot is fully briefed and ready to commence the approach. Finally, make sure that I get proper rest the night before I embark on a long day of flying.

Never Again

Inspired by a sobering encounter with airframe icing, this C172 pilot’s list of actions that “should have” been taken is a good lesson plan on how to avoid the pitfalls of “get-home-itis.”

■ We decided to take off VFR and see if we could make it through in VFR conditions. Once airborne, were able to see that the weather was deteriorating so we started to file an IFR flight plan. It was not completed however, before I flew the aircraft into IMC.... Approximately two minutes after receiving the IFR clearance, I noticed that ice was beginning to form on our leading edges and our windshield as well. We informed Center that we had ice building and needed to change our destination to the closest airport. We were cleared to [a nearby airport], but upon hearing from Center that the weather there was misting, I...deviated without clearance from the assigned heading and altitude to get out of the clouds and precipitation. The report of mist made me think that the safest alternative was to fly back the way that we had come and to descend out of the clouds immediately. Once we had turned around we were out of IMC and landed safely at [another airport]. We stayed the rest of that evening as well as the next day and night, waiting for the weather to improve.

I did many things wrong: I should have planned better to avoid getting into this situation. I should have turned around immediately before entering IMC. My biggest problem was my eagerness to get home. Also, we knew that behind this poor weather the ceilings were much higher and there was no precipitation. This made me think that if we could just break through we could make it the rest of the way VFR. In retrospect, I also should have informed ATC of my intentions, however at the time I thought it more important to get out of the poor situation that we were in. My lack of experience in icing conditions contributed to my poor decisions, I was not sure how quickly it was forming or just how much was enough to put us into a situation that would make it impossible to maintain altitude. I am very thankful to have made it out of this situation safely. One of the worst attitudes to have in these situations is “get-there-itis,” something I have been taught from the beginning of my flight training. I experienced first-hand why operational pitfalls are preached to flight students. I learned a lot from this experience and I will never again get into a situation like this with such a poor plan.

ASRS Alerts Issued in April 2012	
Subject of Alert	No. of Alerts
Aircraft or Aircraft Equipment	2
Airport Facility or Procedure	4
ATC Equipment or Procedure	3
TOTAL	9

389
 A Monthly Safety Bulletin from
**The NASA
 Aviation Safety
 Reporting System**
 P.O. Box 189,
 Moffett Field, CA
 94035-0189
<http://asrs.arc.nasa.gov>

April 2012 Report Intake	
Air Carrier/Air Taxi Pilots	3271
General Aviation Pilots	1023
Controllers	821
Cabin	263
Mechanics	163
Dispatcher	58
Military/Other	35
TOTAL	5634



Safety Beacon



Official Safety Newsletter OF The Civil Air Patrol

July 2012

BEACON NEWSLETTER TEAM

LT COL SHARON WILLIAMS
LT COL VAN DON WILLIAMS
MAJOR JAMES RIDLEY, SR.

Encampment 2012



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What to Expect as a First Timer?



EXPECT TO HAVE FUN!

Expect to be very busy. You will be up early (before 0600) and you will be physically active most of the day. You will sleep soundly at night. You will most likely be more active than you typically are at home and school. You can ease the transition by getting into better physical condition before you arrive - do some running, practice some pushups.

Expect to be in uniforms for most of the time. That is part of the fun. Make sure you have all the necessary insignia and that it is in the right place. Have a more experienced member of your

squadron do an inspection before you leave for the encampment.

Most of the time you will be wearing BDU's and boots. Make sure your boots have been broken in. Wear them as much as you can before the encampment. Blisters are the single most frequent medical issue -- it's not much fun walking around with hurting feet.



Parents

[Things you can do to help](#)

The encampment has long days and lots of physical activity. Probably more than your teenager is used to. Anything you do to encourage them to get in physical shape prior to the encampment will help that transition. If they have been ill, consider very carefully whether they should attend. While we can handle minor ailments, if someone cannot participate in at least 80% of the encampment, we may make the decision to send them home. This is disruptive for you (since you will be responsible for getting them home), and it is also upsetting to the cadet and to the new friends they have made at the encampment. Cadets that have recently been exposed to any infectious disease should obviously not attend. If you have any concerns or questions, contact the Encampment Commander prior to coming to the encampment.

Since they will probably be more active than at home, if they have ever had allergies requiring the use of an inhaler or medications, these items should be brought to the encampment, even if they have not been necessary in the immediate past.

The major medical problem at the encampment is blisters. Make sure that their boots fit and that they have 'broken them in' prior to arriving at the encampment.



Make sure that they bring everything they need (especially bedding) and that everything is labeled with their name. There is an Equipment List from last year available for download - the current one will arrive in the mail in June. Make sure that they don't bring anything that is forbidden (i.e., gameboys, CD players, cell phones, food, etc.) or illegal (i.e., alcohol, drugs, tobacco products). The full list of contraband items will be included in the Information Booklet to be mailed in June. Forbidden items will be confiscated at in processing and returned at the end of the encampment. It is better to not bring them in the first place. Any cadet found to have illegal items would be dismissed from the encampment.

If your cadet needs to bring any medications (either prescription or over the counter), it is necessary for you to sign the **"Permission to Self Medicate" form**. This form is available on this website, but will also be in the Information booklet sent in June. (See additional information in the Medications section.)

Approximately 3 to 4 weeks prior to the encampment, you will receive a letter asking for any additional information regarding your cadet that you would like to communicate to the staff. This might be last minute medical update, recent family emergencies, or educational difficulties.

Homesickness



Many cadets who are away from home for the first time experience homesickness while at the encampment. There is a period of adjustment that is natural when transitioning from summer vacation to a rigorous training schedule.

Experience has shown that if cadets receive encouragement and give the encampment a chance for at least three days, most will end up enjoying themselves and even returning the next year.

If a cadet is having difficulty with homesickness, the cadet has many people at the encampment to turn to, including the cadet staff members, the Flight Mentors, the chaplain staff, the medical staff, and the senior executive staff.

It is our hope that all cadets will remain at the encampment, complete the week's training, and graduate. If it becomes apparent that a cadet is having a great deal of difficulty with homesickness, a decision for the cadet to return home may be made after consultation with the cadet, the cadet's parents or guardians, and the senior member staff. If a decision is made for a cadet to leave the encampment, it is the responsibility of the parents or guardians to pick the cadet up from the encampment.

Communication at the Encampment

If your cadet doesn't write home, it's because the days are packed with activities, our Stratton site has no mailbox (inbound or outbound), and the cadet will probably arrive home before a letter does. We purposely do not let cadet's telephone to help them develop self-sufficiency.

In the event of any serious problem, we will contact you promptly. Should you have an emergency, the Encampment Information Booklet that will arrive in June, contains emergency contact information.



Supervision



Each cadet is part of a flight of 17 other cadets. Each flight has two cadet staff members who are in charge of the flight. These cadet staff members have attended encampments in the past and have been chosen from an application process to serve in these positions. Each flight has one or two senior staff members assigned directly to it. These senior members are called Flight Mentors. In addition to the Flight Mentors, there are approximately 40 senior members who serve on staff for this encampment. Included in this staff are 3 members of the chaplain staff and a medical staff of 3.

Cadets sleep in cabins of 12 people. One of the 12 is a cadet staff member, another is a senior member. Cadets at the encampment are free to approach any of these staff with any

issue at any time. The ultimate responsibility for the cadets and the week's events rests on the Encampment Commander.

Medications

Cadets can bring medications (both prescription and over-the-counter) but if the cadet is younger than 18, we need a release signed by a parent or guardian. In addition all medications must be in original containers with dosing instructions and labeled with the cadet's name. Prescription containers must contain the name of the prescribing physician, name of dispensing pharmacy, recipient name and any instructions for dosage.

The [Permission to Self Medicate Form](#) must be brought to registration at the encampment with the designated medications. This form is on the Parents Section of the website and can be downloaded. It will also be included in the information booklet mailed to each cadet accepted to the encampment.

On the Application Form for the encampment you can designate whether you will permit over-the-counter medications not brought to the encampment by your cadet to be dispensed as needed by the encampment staff.

Civil Air Patrol has recently issued a new regulation ([CAPR 160-002 Handling of Cadet Medications](#)). This regulation is in effect for all cadets under age 18. [A link to this regulation is on the Parents web page.](#)

Food



The Air National Guard Services Division orders and prepares our meals, with assistance from the Encampment Services staff. Every effort is given to providing nutritious and appealing selections. There is generally a salad bar at every meal, and peanut butter and jelly is always available. Vegetarian meals are offered for those participants who have indicated their request on their application. While every effort will be made to identify items that include nuts, we cannot guarantee that all selections will be nut-free. If your cadet has a medical need to have food available to eat between meals, be sure to include this on the form that is

sent to you prior to the encampment.

If your cadet has dietary needs beyond what has been described above, you should contact the registrar prior to completing your application. We can accommodate a limited number of individuals who wish to bring and prepare their own meals, either for health or religious reasons. But this must be communicated to the encampment staff and approved prior to the acceptance date.

SIX**Steps for**

Healthy Swimming

Protection Against Recreational Water Illnesses (RWIs)

RWIs are illnesses caused by germs that can contaminate water in pools. Practice these six steps to protect yourself and others from getting sick. Without your help, even the best-maintained pools can spread germs.

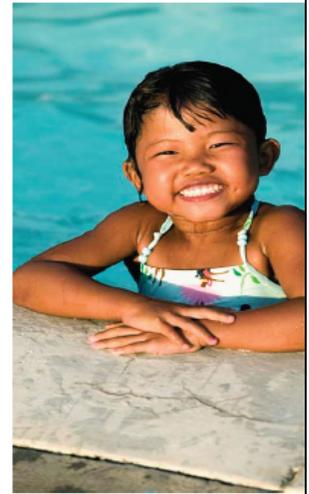


THREE steps for All Swimmers

PLEASE don't swim when you have diarrhea. You can spread germs in the water and make other people sick.

PLEASE don't swallow pool water. Avoid getting water in your mouth.

PLEASE practice good hygiene. Shower with soap before swimming and wash your hands after using the toilet or changing diapers. Germs on your body end up in the water.




THREE steps for Parents of Young Kids

PLEASE take your kids on bathroom breaks or check diapers often. Waiting to hear "I have to go" may mean that it's too late.

PLEASE change diapers in a bathroom or a diaper-changing area and not at poolside. Germs can be spread in and around the pool.

PLEASE wash your child thoroughly (especially the rear end) with soap and water before they go swimming. Invisible amounts of fecal matter can end up in the pool.



For more information visit





Health effects of heat

Two types of heat illness:

Heat Exhaustion



Heat Stroke



Watch out for early symptoms. You may need medical help.

1 People react differently — you may have just a few of these symptoms, or most of them.

1



Stay safe and healthy!

WATER. REST. SHADE. The work can't get done without them.

Drink water even if you aren't thirsty — every 15 minutes.



Rest in the shade.



Watch out for each other.



Wear hats and light-colored clothing.



2 "Easy does it" on your first days of work in the heat. You need to get used to it. Rest in the shade — at least 5 minutes as needed to cool down.

2



Be prepared for an emergency

Heat kills -- get help right away!



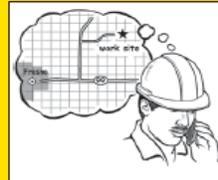
If someone in your crew has symptoms:

- 1) Tell the person who has a radio/phone and can call the supervisor – you need medical help.
- 2) Start providing first aid while you wait for the ambulance to arrive.
- 3) Move the person to cool off in the shade.
- 4) Little by little, give him water (as long as he is not vomiting).
- 5) Loosen his clothing.
- 6) Help cool him: fan him, put ice packs in groin and underarms, or soak his clothing with cool water.

When you call for help, you need to:

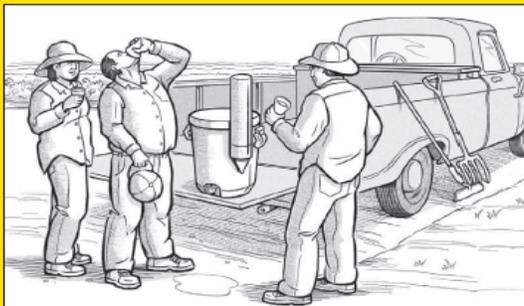
- Be prepared to describe the symptoms.
- Give specific and clear directions to your work site.

3

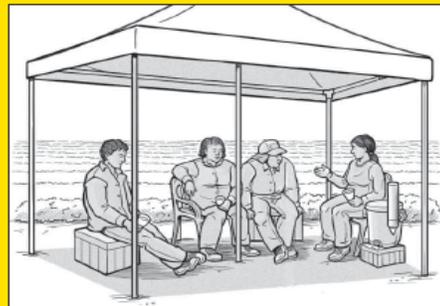


Heat illness can be prevented!

At our work site, we have:

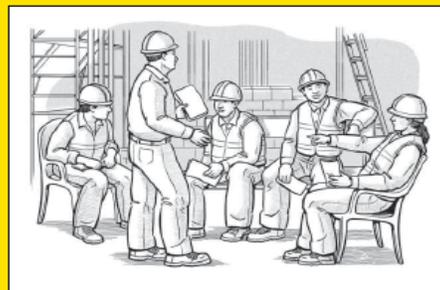


Water



Shade to rest and cool down

We are extra careful when there is a heat wave or temperature goes up. Then we may change our work hours, and we all need more water and rest.



Training and emergency plan

4



OSHA Occupational Safety and Health Administration
U.S. Department of Labor



Developed by
CAL/OSHA

For more information:
1-800-321-OSHA (6742) • TTY 1-877-889-5627 • www.osha.gov

OSHA 3431-04N 2011

Grilling Safety

An estimated 5,700 grill fires on residential properties occur annually in the United States.

Follow these simple safety tips, and you will be on your way to safe grilling!

- Propane and charcoal barbecue grills must **only be used outdoors!** If used indoors, or in any enclosed spaces such as tents, they pose both a fire hazard and a risk of exposing occupants to **toxic gases and potential asphyxiation.**
- Position the grill well away from siding, deck railings, and out from under eaves and overhanging branches.
- Keep children and pets away from the grill area by declaring a 3-foot “kid-free zone” around the grill.



Propane Grills

Check the gas cylinder hose for leaks before using it for the first time each year. A light soap and water solution applied to the hose will quickly reveal escaping propane by releasing bubbles. If you determine your grill has a gas leak, and there is no flame:

- Turn off the gas tank and grill.
- If the leak stops, get the grill serviced by a professional before using it again.
 - If the leak does not stop, call the fire department.



FEMA

U.S. Fire Administration

For information and resources on this subject, visit www.usfa.fema.gov/citizens/focus



4th of July

4th of July Safety Tips

Severe burns, amputations, blindness, and, in some cases, deaths are often the result of 4th of July celebrations.



CAL FIRE's Office of the State Fire Marshal has the following tips:

- Always read directions.
- Always have an adult present.
- Use fireworks outdoors only.
- Never use near dry grass or other flammable materials.
- Light one at a time.
- Keep a safe distance.
- Never point or throw fireworks at another person.
- Never experiment with fireworks.
- Have a bucket of water and a hose handy.
- Never attempt to re-light or "fix" fireworks.
- Do not wear loose fitting clothing.
- Never carry fireworks in your pockets.
- Fireworks are not toys.
- Use only State Fire Marshal approved fireworks.

Parents are liable for any damage or injuries caused by their children using fireworks.



www.fire.ca.gov

IFR Fix: The value-added pilot

An instrument rating opens doors, so please keep looking out the window.

Flying IFR, it's easy to forget the days of begging access to surface-based controlled airspace, or knocking on air traffic control's door for workload-permitting services, feeling like an uninvited guest at a party.

Now you are the workload. You may not always get the routing you want—but you'll get something.



With privilege comes obligation. But when IFR and VFR worlds collide, instrument pilots whose pride of place has gone awry have been known to evoke the ire of others. Cleared for an approach to a no towered airport on a VFR day, an IFR aircraft barrels down final to a landing, scattering the local traffic.

That brand of complacency would be risky in marginal conditions. The owner of a no-radio Champ may be quite comfortable shooting touch-and-goes beneath an 800-foot ceiling in a mile's visibility, and won't hear you report inbound on your GPS approach.

A major upside to your instrument rating is that it can provide safe passage through complex airspace. An IFR clearance removes most worries about airspace incursions or tangling with [temporary flight restrictions](#), provided, of course, that you [fly it properly](#).

The instrument rating is your de-facto entree to flying aircraft capable of operating in [Class A airspace](#).

There's also a good long-term return on an instrument rating because it provides [upward mobility](#) by serving as a prerequisite to advanced certification goals.

Looking for work? A no instrument-rated commercial pilot in the airplane category faces a significant limitation: "The carriage of passengers for hire in (airplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited."

Remove that restriction as provided and you satisfy an eligibility requirement for the airline transport pilot certificate.

Flight instructor applicants in airplanes, other than light sport, must have "an instrument rating or privileges" on their pilot certificates. That's logical considering that those instructors teach primary flight students basic flight by reference to instruments (and should give those trainees a stern and cogent lecture about why they should never put themselves in a position to have to use it).

Savor your privileges, but keep them fresh. The IFR realm is evolving fast, and pilots with access to "the system" must keep pace.

Earning an instrument rating is guaranteed to be one of the most challenging, rewarding, and fun projects a pilot takes on during a lifetime in aviation. Each week, this series looks at the IFR experience from a new perspective. Catch up on what you may have missed in the [IFR Fix archive](#).

Selling Safety

In a past life when I was an Army Aviation Safety Officer my Commanding Officer, a Colonel, would begin the weekly staff meeting by asking me, “Well, Safety Officer, how many accidents did you prevent this week?” Each time he asked that question I’d look him straight in the eye and answer, “All of them, sir!” Well, sure enough, someone finally pranged in a helicopter causing enough damage to qualify as an accident. The Colonel had been briefed on it of course, but he had to ask at the next staff meeting, “Well, Safety Officer, how many accidents did you prevent THIS week?” I looked him straight in the eye as usual and said, “All but one, sir.” Now that’s a positive approach to safety!

Civil Air Patrol commanders and safety officers are faced with a unique management challenge: how to sell safety to volunteers in positive ways to accomplish the mission without injury or property loss. Let’s pause a moment and look at that word “volunteer.” As members of the CAP we willingly volunteer our valuable time and expertise to help others. It is indeed a high calling. Go ahead; give yourself a pat on the back. You deserve it, now back to that positive safety attitude. How do we guide cadets, aircrew, ground teams, and staff members through the pitfalls and dangers of CAP missions so they become an integral part of the safety team? So they WANT to be part of the safety team? Military and civilian managers have a “carrot and stick” option to achieve their goals – do things a certain way and there are rewards (the carrot.) Choose the other way and there will be consequences (the stick.) Any Management 101 textbook will remind you that the “stick” approach works when you need to accomplish an immediate goal. Resentment generally follows “the stick,” so that option needs to be weighed carefully. Effective management’s successes are in almost all cases based on a positive approach (the carrot) versus a punitive one. A safety management program is no different.

A successful CAP safety program works toward its mishaps goal by using positive reinforcement whenever possible. For instance, if you saw another member heading towards an unsafe situation you could embarrass him or her by pointing out their deficiencies and threatening them in some way (removal from the mission, etc.) Or you could use this as an opportunity to set a positive example. That positive approach would be to offer an alternative, safe way to accomplish the task. Find the person who has the expertise to help with this “teachable moment” if you need some assistance. Problem solved? Not yet. Follow up with positive reinforcement. Maybe thank that person for being a member of the CAP. By providing positive guidance and letting them know you appreciate what they’re doing you are “selling safety” to another valued member of the CAP Safety Team!

Doug Anderson, Capt.
Squadron 13 “Black Sheep”
Watsonville, CA

SAFETY OFFICER COLLEGE 2012 GRADUATES

Diduch, Robert	Colonel
Rooney, John T.	Colonel
Bodnar, Alex M.	Lt Col
Binkley, Eddie B.	Lt Col
Perea, Joseph R.	Lt Col
Tyler, Mark L.	Maj
Watson, Robert E.	Capt
Tyler, Charlene R.	1Lt
Ozer, Jack J.	Colonel
Lee, Mark A.	Colonel
Zedonek, Phillip L.	Lt Col
Nelson, Lawrence A.	Lt Col
Smith, Harriet J.	Lt Col
Ellis, David L.	Maj
Fenn, Ronald A.	Capt
Cauthen, Matthew S.	Capt
Thompson, Frederick H.	Colonel
Lynch, Charles E., Jr.	Lt Col
Woody, William A.	Lt Col
Buckner, Joel K.	Lt Col
Judge, Gregory A.	Maj
Shoemaker, David J.	Maj
Dalton, Marylene K.	Capt
Hunter, Dennis M.	Capt
Slapper, Layne R.	Lt Col
Minnich, George C.	Lt Col
Metz, Barry R.	Lt Col
Smith, Charles L.	Lt Col
Clendenin, Harrell E.	Lt Col
Cassani, Stephen P.	Maj
Rodehaver, Danny E.	Capt
Macklin, Robert J.	Maj
Jirik, Frank J	Safety, NHQ/SE
Shappee, Eric	Lt Col
Hulsey, Janice L.	Capt
Johanson, Donald L.	Lt Col
Kruger, John W.	Lt Col
Lamonte, Steven J.	Lt Col
Badillo, Fred	Maj
Stockinger, Jeffrey M.	Capt
Lucia, Kenneth H.	Capt
Hamm, Chris	CAP-USAF Safety
Rosenzweig, Gerry	NHQ/EXS

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VISIT US ON THE WEB
WWW.GOCIVILAIRPATROL.COM

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

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

SUMMARY

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

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

Region Safety Officers



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