WILDFIRES AND EVACUATION

LAST MONTH WE TALKED ABOUT WILDFIRES AND WHAT TO DO TO REDUCE THE THREAT AND PREPARE FOR THEIR POSSIBILITY. THINGS LIKE ELIMINATION HAZZARDS AROUND YOUR HOUSE, MAKING SURE A FIRETRUCK CAN GET TO YOUR HOUSE UNOBSTRUCTED, AND TAKING AN INVENTORY OF THE SKILLSETS WITHING YOUR NEIGHBORHOOD TO ASSIST WITH RECOVERY. I BRING

THIS TOPIC UP AGAIN BECAUSE OF AN EVENT I PARTICIPATED IN A WEEK AGO WHICH RELATES TO THIS SUBJECT. THE YORK POQUOSON RED CROSS IN CONJUNCTION WITH FEMA CONDUCTED A NUCLEAR HAZZARD EVACUATION DRILL AND I THOUGHT THAT AN EVACUATION DUE TO A NUCLEAR DISASTER AT THE SURRY POWER PLANT MIGHT BE SIMILAR TO ONE REQUIRED AFTER A WILD FIRE. THE POINT IS THAT YOU SHOULD BE PREPARED AHEAD OF TIME SHOULD YOU HAVE TO EVACUATE. CLEARLY A NUCLEAR DISASTER PROBABLY WON’T ALLOW YOU MUCH TIME TO GET READY. THINK ABOUT THINGS LIKE IMPORTANT DOCUMENTS TO TAKE, FOOD AND WATER, PETS, PRE-ARRANGED CONTACTS WITH OTHER FAMILY MEMBERS. THE PLAN IN OUR AREA IS TO EVACUATE EVERYONE WITHIN A TEN MILE RADIUS OF THE SURRY PLANT TO SEVERAL RONDEVUE LOCATIONS SUCH AS POQUOSON TABB, AND YORK HIGH SCHOOLS. I WAS SURPRISE TO FIND THAT MY HOUSE IS RIGHT ON THE EDGE OF THAT TEN MILE RADIUS. YOU SHOULD ALL CHECK A MAP AND SEE IF YOU FALL WITHIN THAT TEN MILE RADIUS AND BE PREPARED.

Airport Surface Deviation
Safety Tip

Recently there was an incident where one aircraft (Aircraft A) was given taxi clearance from the ramp to the hold short line of the departure runway. Another aircraft (Aircraft B) was given taxi instructions from the runway to the ramp with instructions to hold short of the intersecting taxi way and give way to the first aircraft. Both pilots read back their instructions correctly. As Aircraft A taxied out, and since he was already cleared to taxi to the hold line of his departure runway, the pilot started to program his electronic flight equipment and therefore had his head down as he taxiied. Aircraft B failed to hold short at its designated area and taxied into the path of Aircraft A. The pilot of Aircraft A looked up and saw he was about to collide with Aircraft B and managed to stop just short of making contact.

The moral of this scenario is: No matter what your taxi clearance is, it is imperative that all taxi operations be treated as the VFR See and Avoid operation that it is. Always keep your eyes outside the cockpit and remember that any preprogramming of the flight navigational and communication equipment must be done at the ramp or the run up area and never while the aircraft is in motion.

Always remember that taxi operations, even when you are going to be IFR or if the ramp is in a bad visibility condition, are always a VFR operation. Keep your head up, and your mind and eyes outside the cockpit. This is the only way to ensure that your aircraft does not become an aluminum shredder.

There are excellent resources available at http://www.faa.gov/airports/runway_safety/ about safely operating an aircraft on an airport. Check it out!

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Over 136,600 pilots earned WINGS credits last year. Will you, this year?

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SAFETY ALERT

Alert# 10-04

VEHICLE TIRE SAFETY

AFFECTED WINGS: ALL
AFFECTED DUTY POSITIONS: ALL
PUBLISHED: June 19, 2010
EFFECTIVE: Immediately
REFERENCES: CAPR 77-1

It is imperative that we increase awareness of vehicle maintenance items and general tire condition. With higher ambient temperatures, and with increased useage for summer activities, it is important that we keep our members safe with vehicles that are only in top performing condition.

It is mandatory that all vehicle tires be inspected prior to operation (CAPF 73) of any CAP vehicle to check for wear, condition, abnormailites, and pressure. Any condition found to be out of limits shall be corrected before operation of the vehicle.

Examples of tires that should be considered for replacement are: Uneven treadwear, cracking sidewalls (as pictured), damaged air valves, damaged or missing tread, and minimal tread (high mileage).

Tire replacements for CAP ground vehicles are coordinated and reimbursed by NHQ Logistics and can be reached at 1-877-227-9142, ext. 275. For after hours and on weekends refer to the following guidance in CAPR 77-1, paragraph 9. C 2). This bulletin will be posted on our web page so you can get the contact infor.

(See page 2)

SAFETY ALERT

CAPR 77-1, para 9. C 2). (Regulation Date: 1 SEP 2003)

2) Emergency repair procedures
   a) Emergency is defined as a repair needed while away from home station.
   b) Telephone emergency to NHQ CAP/LGT for approval. Include the following:
      Vehicle ID number
      Problem with vehicle
      Repair estimate
      Caller's name
      Method to contact caller
   c) Fax or mail the vehicle reimbursement request and estimate or invoice for repairs to NHQ CAP/LGT within 24 hours.
   d) After emergency repair is completed, mail paid original invoice to NHQ CAP/LGT within 10-working days.
   e) If an emergency occurs on a weekend or after normal working hours, call NHQ CAP/LGT and leave a message on the answering machine. When leaving a message, follow the procedures listed in paragraph 9.c.2)b). If the estimated repairs exceed $500, notify NHQ CAP/LGT the next working day for approval prior to repair. If the estimated repairs are less than $500, proceed with repairs and comply with paragraph 9.c.2)c).

CAPR 77-1 ATTACHMENT 5 1 SEPTEMBER 2003 **Attachment 5. Tire Safety-Everything Rides On It**

Edited from the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) DOT HS 809 361

TIRE SAFETY Everything Rides On It

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable break-downs and accidents
- Improve fuel economy
- Increase the life of your tires.

TIRE PRESSURE

Tires should be inflated in accord with the vehicle manufacturer's recommendations. These can be found in the owner's manual or on a placard, which is often located in the glove compartment or on the driver's doorjamb. Motorists should not rely on visual tire inspections to determine whether a tire is properly inflated but should use a tire pressure gauge to do so.

Finding Your Vehicle's Recommended Tire Pressure and Load Limits

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

Recommended tire size
Recommended tire inflation pressure
Vehicle capacity weight (VCW –the maximum occupant and cargo weight vehicle is designed to carry)
Front and rear gross axle weight ratings (GAWR – the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the vehicle door edge, doorpost, glove-box door, or inside of the trunk lid. You can also find the recommended tire pressure and load limit for your vehicle in the vehicle owner's manual. Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.)

FAA Safety Team | Safer Skies Through Education

FAAST Blast
Notice Number: NOTC3016

FAAST Blast — Week of June 06 - June 12, 2011
Biweekly* FAA Safety Briefing *News Update

FAA Issues SAIBs for Frayed Aileron Cables; Engine Oil Filter Interference

On Wednesday, May 31, 2011, FAA issued a Special Airworthiness Information Bulletin (SAIB) concerning the possibility of frayed aileron cables on Cessna 172S aircraft. Cessna is aware of the issue and is working on a soon-to-be-released service bulletin. The FAA recommends following the aileron cable inspection instructions every 200 hours, as outlined in the aircraft maintenance manual.

Another SAIB was issued the same day regarding a concern with engine oil filter interference with select Lycoming engine models on the Piper PA-44-180 and Cessna 172R and S aircraft. Defect reports indicated two instances where there was contact between the oil cooler hose fittings and the oil filter. Such a condition can lead to an improperly installed oil filter and result in a loss of oil or oil pressure. FAA recommends inspecting the oil filter for any interference with the oil cooler hose and to have the hose repositioned if adequate clearance does not exist. Both SAIBs are available at: http://www.faa.gov/aircraft/safety/alerts/SAIB/.

Be a Fan of the FAA

The FAA expanded its foray into the world of social media in the beginning of May by unveiling its official Facebook page at www.facebook.com/FAA. Together with a Twitter account set up under @FAANews, FAA is well positioned to allow new opportunities for information sharing. In addition to timely postings regarding aviation news and events, the FAA Facebook page also features photographs and a frequently asked questions page.

"Our Facebook page, and our FAANews Twitter feed will help engage the aviation community in conversations about the FAA and increase awareness of DOT programs, policies, and activities," says FAA Administrator Randy Babbitt.

How Are TFRs Born?

Have you ever wondered about those TFRs you hear about in your briefings? Who's responsible for them, and why do they just seem to pop up? For answers to those questions and more *FAA Safety Briefing* editorJames Williams spoke with experts at FAA who are directly involved in the process. From monitoring special events to working with a number of federal, state, and local security agencies, the men and women of FAA's System Operations Security office work hard to not only set up and publish the TFRs, but also to advocate for GA users. "We are truly GA's last advocate," says Frank Hatfield, the office's director. To find out more about the process and how you can stay up on current restrictions, check out "We're on a Mission" on page 16 of the May/June 2011 issue at:
http://www.faa.gov/news/safety_briefing/2011/media/MayJun2011.pdf

Produced by the *FAA Safety Briefing* editors, http://www.faa.gov/news/safety_briefing/
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PILOT WORKSHOPS .com

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Pilot's Tip of the Week

Go Around Procedure

Featuring Bob Martens - view profile

Press play to listen to this tip

(Note: certain settings in your browser may prevent the audio button from displaying on your screen)

Mark:

"Is there a standard go around procedure that works in every aircraft?"

Bob:

"Absolutely. As we stated previously, the go around is not an inherently difficult procedure. Pilots should always refer to the Pilot's Operating Handbook for specific details, but power, pitch, and configuration are the big three. In that order!

Smoothly advancing the power to full is the first step. Jamming it forward may produce a very uncomfortable sound and very negative results.

Establishing a positive pitch attitude will provide separation from the ground, but over rotating at low airspeed could produce a stall, and under rotating could create collision issues. We'll elaborate further about problems on the go around in just a moment.

Especially with full flaps, but when power and pitch are established, flaps should be carefully placed in a take off setting, but not fully retracted. Slapping flaps all the way up on the go around is a no-no that will probably result in ground contact. When safely established in a climb and flaps are set for take off, the gear can be retracted (if applicable).

Clearing the runway to avoid whatever was there is a good idea - choosing the

appropriate side to keep the conflicting object in sight as necessary.

Radio calls are the *least* important item on the go around not the most important. There is no rush to get the call in. Aircraft control is paramount!

Obviously, every pilot should master the procedures called for in their airplane, but power, pitch and configuration works in all situations."

Mark:

"You referred to problem areas on go arounds, Bob. What are the common mistakes?"

Bob:

"Well Mark, we've already made reference to several, but the biggest problem is waiting too late. Be proactive. Good judgment calls for us to recognize when we are falling behind and take positive action. Remember, doing a go around is a positive maneuver, not a negative one!

Many pilots are reluctant to pitch the aircraft to a positive climb attitude. Remember, we really want to put some separation between us and the ground. Fly the airplane safely away from the ground as airspeed permits."

Next week's tip: aviation weather

Advice from an Israeli Agent
AN ABSOLUTE MUST READ !!

Juval Aviv was the Israeli Agent upon whom the movie ' Munich ' was based. He was Golda Meir's bodyguard, and she appointed him to track down and bring to justice the Palestinian terrorists who took the Israeli athletes hostage and killed them during the Munich Olympic Games.

In a lecture in New York City he shared information that EVERY American needs to know -- but that our government has not yet shared with us.

He predicted the London subway bombing on the Bill O'Reilly show on Fox News stating publicly that it would happen within a week. At the time, O'Reilly laughed, and mocked him saying that in a week he wanted him back on the show. Unfortunately, within a week the terrorist attack had occurred.

Juval Aviv gave intelligence (via what he had gathered in Israel and the Middle East) to the Bush Administration about 9/11, a month before it occurred. His report specifically said they would use planes as bombs and target high profile buildings and monuments. Congress has since hired him as a security consultant.

Now for his future predictions. He predicts the next terrorist attack on the U.S. Will occur within the next few months.

Forget hijacking airplanes, because he says terrorists will NEVER try and hijack a plane again as they know the people onboard will never go down quietly again. Aviv believes our airport security is a joke -- that we have been reactionary rather than proactive in developing strategies that are truly effective.

For example:

1) Our airport technology is outdated. We look for metal, and the new explosives are made of plastic.

2) He talked about how some idiot tried to light his shoe on fire. Because of that, now everyone has to take off their shoes. A group of idiots tried to bring aboard liquid explosives. Now we can't bring liquids on board. He says he's waiting for some suicidal maniac to pour liquid explosive on his underwear; at which point, security will have us all traveling naked! Every strategy we have is reactionary .

3) We only focus on security when people are heading to the gates.

Aviv says that if a terrorist attack targets airports in the future, they will target busy times on the front end of the airport when/where people are checking in. It would be easy for someone to take two suitcases of explosives, walk up to a busy check-in line, ask a person next to them to watch their bags for a minute while they run to the restroom or get a drink, and then detonate the bags BEFORE security even gets involved. In Israel , security checks bags BEFORE people can even ENTER the airport.

Aviv says the next terrorist attack here in America is imminent and will involve suicide bombers and non-suicide bombers in places where large groups of people congregate. (I.e., Disneyland, Las Vegas casinos, big cities (New York, San Francisco, Chicago, etc.) and that it will also include shopping malls, subways in rush hour, train stations, etc., as well as, rural America this time. The interlands
(Wyoming , Montana , etc.).

The attack will be characterized by simultaneous detonations around the country (terrorists like big impact), involving at least 5-8 cities, including rural areas.

Aviv says terrorists won't need to use suicide bombers in many of the larger cities, because at places like the MGM Grand in Las Vegas, they can simply valet park a car loaded with explosives and walk away.

Aviv says all of the above is well known in intelligence circles, but that our U. S. Government does not want to 'alarm American citizens' with the facts. The world is quickly going to become 'a different place', and issues like 'global warming' and political correctness will

become totally irrelevant.

On an encouraging note, he says that Americans don't have to be concerned about being nuked. Aviv says the terrorists who want to destroy America will not use sophisticated weapons. They like to use suicide as a front-line approach. It's cheap, it's easy, it's effective; and they have an infinite abundance of young militants more than willing to 'meet their destiny'.

He also says the next level of terrorists, over which America should be most concerned, will not be coming from abroad. But will be, instead, 'homegrown', having attended and been educated in our own schools and universities right here in the U.S. He says to look for 'students' who frequently travel back and forth to the Middle East . These young terrorists will be most dangerous because they will know our language and will fully understand the habits of Americans; but that we Americans won't know/understand a thing about them.

Aviv says that, as a people, Americans are unaware and uneducated about the terrorist threats we will inevitably face. America still has only a handful of Arabic and Farsi speaking people in our intelligence networks, and Aviv says it is critical that we change that fact SOON.

So, what can America do to protect itself? From an intelligence perspective, Aviv says the U.S. needs to stop relying on satellites and technology for intelligence. We need to, instead, follow Israel 's, Ireland 's and England 's hands-on examples of human intelligence, both from an infiltration perspective as well as to pay attention to, and trust 'aware' citizens to help. We need to engage and educate ourselves as citizens; however, our U. S. government continues to treat us, its citizens, 'like babies'. Our government thinks we 'can't handle the truth' and are concerned that we'll panic if we understand the realities of terrorism. Aviv says this is a deadly mistake.

Aviv recently created/executed a security test for our Congress, by placing an empty briefcase in five well-traveled spots in five major cities. The results? Not one person called 911 or sought a policeman to check it out. In fact, in Chicago , someone tried to steal the briefcase!

In comparison, Aviv says that citizens of Israel are so well 'trained' that an unattended bag or package would be reported in seconds by citizen(s) who know to publicly shout, 'Unattended Bag!' The area would be quickly & calmly cleared by the citizens themselves.

Unfortunately, America hasn't been yet 'hurt enough' by terrorism for their government to fully understand the need to educate its citizens or for the government to understand that it's their citizens who are, inevitably, the best first-line of defense against terrorism.

Aviv also was concerned about the high number of children here in America who were in preschool and kindergarten after 9/11, who were 'lost' without parents being able to pick them up, and about our schools that had no plan in place to best care for the students until parents could get there. (In New York City , this was days, in some cases!)

He stresses the importance of having a plan, that's agreed upon within your family, of how to respond in the event of a terrorist emergency. He urges parents to contact their children's schools and demand that the schools too, develop plans of actions, just as they do in Israel .

Does your family know what to do if you can't contact one another by phone? Where would

you gather in an emergency? He says we should all have a plan that is easy enough for even our youngest children to remember and follow.

Aviv says that the U. S. government has in force a plan, that in the event of another terrorist attack, EVERYONE's ability to use cell phones, blackberries, etc., will immediately be cut-off , as this is the preferred communication source used by terrorists and is often the way that their bombs are detonated.

How will you communicate with your loved ones in the event you cannot speak to each other? You need to have a plan.

If you understand, and believe what you have just read, then you must feel compelled to send this to every concerned parent, guardian, grandparents, uncles, aunts, whomever. Don't stop there. In addition to sharing this via e-mail, contact and discuss this information with whomever it makes sense to. Make contingency plans with those you care about. Better that you have plans in place, and never have to use them, then to have no plans in place, and find you needed them.

If you choose not to share this, or not to have a plan in place, and nothing ever occurs -- good for you! However, in the event something does happen, and even more so, if it directly affects your loved ones, then this e-mail will haunt you forever.

Telling yourself after the fact, "I should have sent this to so and so, but deleted it as so much trash from old Mary, plus, I just didn't believe it", will not change anything. You were alerted, had the chance to do something, and instead of erring on the side of caution, you chose to disregard, if nothing else, a sensible, valuable warning.

Checked this out on Truth or Fiction and found it to be true.

Safety Beacon

Official Safety Newsletter Of The Civil Air Patrol

June 2011

BEACON NEWSLETTER TEAM

Lt Col Sharon Williams

Lt Col Van Don Williams

Major James Ridley Sr.

Major Manuel Ceja

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SAFETY BRIEF

Ramp Operations

On the ramp, the key to safety is vigilance and awareness.

When the door of the FBO opens and you step onto the flight line, you're entering a world filled with spinning propellers and moving vehicles. It's an exciting place, but one where the penalties for carelessness or complacency can be very harsh.

The Facts

Over the ten-year period that ended in 2008, 350 aircraft accidents occurred in the ramp area. While only a small percentage of these accidents proved fatal, over 80% caused substantial damage to other aircraft and property on the ground. In 18% of the accidents, death or serious injury resulted from people walking into moving propellers. 62% of all ramp accidents occurred during taxi: Most involved collisions with other aircraft or buildings. Ultimately, however, **the most common accident causes were carelessness and/or a lack of awareness.**

Hazards

Hazards on the ramp can come from many directions, and in unexpected places. Even straightforward tasks like preflighting a high-wing airplane presents multiple opportunities to trip and fall, or inadvertently walk into sharp surfaces (wing trailing edges, pitot tubes, etc.). Here are a few pointers to help you anticipate danger and manage the risks.

Get the big picture: Know how traffic flows around the taxi and tiedown areas, and always keep a lookout for aircraft in motion. That goes double at unfamiliar airports. On arrival, if you're not sure where to park, radio the FBO and ask. Then, after shutdown, be especially careful walking in the ramp area. There may be more traffic than you're used to, and it may come from unexpected directions.

Don't rely on your ears: Ramp noise is a major factor that can mask danger. The sounds of aircraft in the pattern, jets idling on the ramp, and noisy fuel trucks can be distracting, and can keep you from hearing someone yell "clear!" or other warnings of impending danger. Ear protection can help prevent hearing loss, but it can also block critical warnings.

Look out below (and above): On the ramp, tripping hazards abound. Fuel hoses, ground wires, tiedowns, chocks, and other items can send you sprawling—and the consequences can be much worse than a skinned knee.. That said, don't fixate on the ground. In everyday life, most of us don't expect to encounter many hazards at eye level and above, so it's all too easy to walk straight into aircraft wing or tail surfaces when not paying attention.

Don't be a litterbug: Foreign object debris (FOD) is anything on the ramp that could damage aircraft, propellers, or jet engines. Eating, drinking, and smoking on the ramp are distractions, and often result in leftover wrappers or cups that can be sucked into engines, or blown around by jet or prop blast. Leave all trash in the FBO before entering the ramp area. Smoking should never be allowed on

the ramp, not only because of FOD, but because of open flame around fuel. Keep an eye out for rocks, stray tools, and sharp metal objects (e.g., nails, screws) that can damage aircraft or tires. If you see something, pick it up and throw it away.

Be careful in the car: If you're allowed to drive on the ramp, remember that road rules do not necessarily apply. On taxiways, drive along the centerline to remain visible and clear of parked aircraft. Always drive slowly, and stop and look before pulling out from around buildings and other blind spots. If you have visitors or passengers that are going to be driving on the ramp, brief them ahead of time so they know where to go, and to familiarize them with pavement markings.

> *"... Aircraft ALWAYS have the right-of-way over vehicles when maneuvering on non-movement areas. Aircraft also have the right-of-way on the movement areas, except when the Airport Traffic Control Tower (ATCT) has specifically instructed an aircraft to hold or give way to vehicle(s) on a runway or taxiway."*
> – FAA Advisory Circular 150/5210-20

Preflight and Propellers

Preflight distractions can impact safety both on the ramp and during your upcoming flight. Unless you're giving a flight lesson, conduct the preflight without discussion or interruption: You can explain things to passengers after you're finished.

Avoid walking under or through the prop rotation area (even a stationary propeller can cause painful scrapes or bruises if walked into), and stay clear except when checking the blades, spinner, and air inlets. With piston aircraft, **do not rotate the prop by hand unless you are prepared for the engine to start.**

A hot magneto can lie dormant until it is too late. As a general rule, treat all propellers as though the engine magnetos are HOT. Approach a propeller only after you've ensured the ignition is OFF and the keys are in your pocket.

> ***H****ot magnetos happen when the P-lead breaks and the magneto becomes ungrounded. This can cause an engine to start just from having the propeller pulled through. To check for a hot magneto you should:*
>
> 1. *Just prior to shutdown, reduce power to idle*
> 2. *Slowly move the key through the Left, Right, and then OFF positions. The RPM should drop at each magneto position and stop in the OFF position*
> 3. *After the engine has shut down, pull the mixture to idle-cutoff.*
>
> *If the engine continues to run in the OFF position, shut the engine down with the mixture and mark the aircraft as having a hot magneto.*

Never hand-prop an aircraft without appropriate training. Numerous deaths and serious injuries have resulted from hand-propping gone awry.

With turboprop aircraft, take the extra time to put on propeller guards (especially with free turbine engines). Even a light breeze can cause a propeller to spin, which may cause injury.

"The airplane started moving, and as he tried to grab the door handle the horizontal stabilator struck him, knocking him to the ground. The airplane continued to the west where it contacted the left wing of a Diamond DA40. The airplane continued westbound across the ramp where its left wing contacted a light pole, turning the airplane around 180 degrees. The airplane then traveled east, back across the ramp, where it contacted the tail of a Cessna 150E. The airplane came to rest after contacting the nose and left wing of a Grumman AA-1B."
- Narrative from an NTSB accident report.

Jets and Helicopters

Never walk behind a running jet aircraft, no matter how small the engines look. At high power settings, exhaust from the engines on even the smallest jets can reach speeds near 200 mph (category five hurricanes are measured with wind speeds of 155 mph or higher!) Jets have also been known to suck in loose clothing, hats, and even unsuspecting humans from the front!

Helicopter rotor blades hang dangerously low when the aircraft is parked, and the tail rotor is often difficult to see. Just like jets and props, rotor wash from a helicopter can kick up debris and blow hats and other objects across the ramp. Unless properly trained or under the supervision of the flight crew, never approach a running helicopter for any reason.

Passenger Safety

Always stay with non-pilot passengers when they're on the ramp. Every year, there are accident cases where passengers are seriously or fatally injured by walking into a prop.

Remind passengers to stay clear of any aircraft with a running engine, or with its strobe or beacon lights on. In fact, it's a good idea to steer clear of aircraft anytime pilots are in the cockpit: There's a good chance that the engine will be starting soon. Once in the aircraft with the engine running, be sure that nobody leaves the aircraft without first shutting down the engine(s).

Summary

Safety on the ramp is just as important as safety in the air. Remember these key points:

Look out for FOD
Drive slowly – yield to aircraft
Treat all magnetos as hot
Stay clear of running engines – front and back
Look down, look up, and look out

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Publisher: Bruce Landsberg • Writers: Devin Howes, Brian Peterson • Editor: Paul Deres

SB10-05/10

Training Reform Symposium Yields Additional Syllabi

by RICH STOWELL on MAY 17, 2011

Sporty's, SAFE Syllabi Now Available at No Charge

Just two weeks after the event in Atlanta, the Pilot Training Reform Symposium chaired by the Society of Aviation and Flight Educators (SAFE) has produced yet more positive results. On the heels of the recent announcement that Aviation Supplies & Academics (ASA) had made a number of its online training syllabi available at no charge, Sporty's Academy and SAFE announced that they too have made training syllabi available not only from the SAFE website, but from the Pilot Training Reform website as well.

With the approval of the authors, the SAFE Board of Directors recently voted in favor of making three syllabi available. Previously reserved for the members-only section of the SAFE Library, these syllabi can now be accessed by anyone from the "Syllabi, Training Aids, Etc." menu tab on the SAFE site, and from the "Symposium Output" menu tab on the Pilot Training Reform site. The specific recommendation to which SAFE, Sporty's, and ASA have responded addresses a key issue identified during the symposium: "instructors teaching using the seat of their pants without the use of a syllabus or plan of action."

The addition of syllabi from Sporty's and members of SAFE rounds out the range of online syllabi currently available to instructors and students at no charge, including: Sport Pilot, Recreational Pilot, Private Pilot (three from which to choose), Instrument Rating, Commercial Pilot, and Helicopter syllabi. Aviation organizations are encouraged to link to these free online syllabi as well.

Information generated since the pilot training reform symposium is posted to the training reform website as it becomes available, and a significant portion of the proceedings will soon be available for viewing on the Aero-News Network's Aero-TV.

GET READY!

NATIONAL SECURITY

Threats to national security come in many forms and can include explosions, biological threats, chemical threats, nuclear blasts, and radiological dispersion devices (RDDs). In the event of an attack, public health officials may not immediately be able to provide information on what you should do. Determining the exact illness, treatment, and danger will take time.

Before

- Create an emergency communications plan.
- Establish a meeting place away from your home.
- Assemble an emergency supplies kit.
- Check on the school emergency plan of any school-age children in your family.
- Learn basic first aid techniques.

During

- Remain calm and be patient. Follow the advice of local emergency officials.
- If local officials ask you to evacuate, do so immediately. Wear long-sleeved shirts, long pants, and sturdy shoes. Take your emergency supplies kit, take your pets, lock your home, avoid blocked roads, and stay away from downed power lines.
- If local officials ask you to "shelter in place," remain inside your home or office; close and lock all windows and doors; turn off all fans and ventilation systems; close the fireplace damper; get your emergency supplies kit; and turn on the radio. Go to an interior room without windows that's above ground level. Be prepared to use duct tape and plastic sheeting to seal all cracks around the door and any vents. Ideally, choose a room with a hard-wired telephone.
- If you are in your car when local officials ask you to shelter in place and you are unable to get to a building quickly, pull over to the side of the road. If it is sunny outside, pick a shady spot. Turn off the engine and close the windows and vents. If possible, seal the vents with duct tape. Listen to the radio for updates and stay where you are until local officials say it is safe to get back on the road.
- Listen to local radio or television for updates.
- Practice good hygiene to avoid spreading germs.

After

- If the disaster happens near you, check for injuries. Give first aid and get help for seriously injured people.
- If the disaster occurs near your home when you are there, check for damage using a flashlight. Do not light matches or candles or turn on electrical switches. Check for fires, fire hazards, and other household hazards.
- If you smell gas or hear a hissing sound, open the windows, get everyone outside, and turn off the main gas valve.
- Shut off any damaged utilities.
- Confine or secure your pets.
- Check on your neighbors who may need assistance.
- Call your emergency contact and then do not use the phone again unless in an emergency.

For more information, visit the National Fire Protection Association at **www.nfpa.org/disaster**.

Developed by NFPA. Funding provided by the U.S. Department of Homeland Security, Office of Domestic Preparedness.

Grilling Safety

There's nothing like outdoor grilling. It's one of the most popular ways to cook food. But, a grill placed too close to anything that can burn is a fire hazard. They can be very hot, causing burn injuries. Follow these simple tips and you will be on the way to safe grilling.

SAFETY TIPS

- Propane and charcoal BBQ grills should only be used outdoors.
- The grill should be placed well away from the home, deck railings and out from under eaves and overhanging branches.
- Keep children and pets away from the grill area.
- Keep your grill clean by removing grease or fat buildup from the grills and in trays below the grill.
- Never leave your grill unattended.

CHARCOAL GRILLS

- There are several ways to get the charcoal ready to use. Charcoal chimney starters allow you to start the charcoal using newspaper as a fuel.
- If you use a starter fluid, use only charcoal starter fluid. Never add charcoal fluid or any other flammable liquids to the fire.
- Keep charcoal fluid out of the reach of children and away from heat sources.
- There are also electric charcoal starters, which do not use fire. Be sure to use an extension cord for outdoor use.
- When you are finished grilling, let the coals completely cool before disposing in a metal container.

PROPANE GRILLS

Check the gas tank hose for leaks before using it for the first time each year. Apply a light soap and water solution to the hose. A propane leak will release bubbles. If your grill has a gas leak, by smell or the soapy bubble test, 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. **If you smell gas while cooking, immediately get away from the grill and call the fire department.** Do not move the grill.

FACTS

- In 2004–2008 fire departments responded to an average of 7,700 home fires involving grills, hibachis or barbecues, including 4,500 outside fires and 3,200 structure fires.
- July was the peak month for grill fires in 2004–2008.
- More than half of home grill structure fires begin on either a courtyard terrace or patio, or an exterior balcony or open porch.

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www.nfpa.org/education

FAA Safety Team | Safer Skies Through Education

New FAA Safety Briefing issue available
Notice Number: NOTC2945

New issue of FAA Safety Briefing magazine provides airmen a guide to the NAS

The May/June 2011 issue of *FAA Safety Briefing* is now available online and explores how developments in the National Airspace System (NAS) affect and benefit GA pilots. The issue highlights some of the changes and challenges of flying in today's NAS, and provides tips pilots can use to meet those challenges safely and efficiently.

Feature articles highlight changes to the NOTAM system, how controllers are working with pilots to improve communication, and what goes into the establishment of a Temporary Flight Restriction (TFR). The issue also explores the transformation of the NAS with NextGen technology. To learn more, download the May/June issue of *FAA Safety Briefing* at www.faa.gov/news/safety_briefing/ .

News Release
For Immediate Release
Contact: Doug Stewart, SAFE Chair
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Training Reform Symposium Yields First Dividend
ASA Makes PDFs of Its Syllabi Available for Free
Santa Paula, CA—The Pilot Training Reform Symposium chaired by the Society of Aviation and Flight Educators (SAFE) has produced the first tangible dividend. Responding to a recommendation proposed by the Aviation Educators breakout group, Aviation Supplies & Academics (ASA) announced that it is now offering the PDF versions of its syllabi for download from ASA's website at no charge. The PDFs include two Private Pilot syllabi and one syllabus each for Instrument, Commercial, and Helicopter.

The specific recommendation to which ASA responded "addresses a specific problem…of instructors teaching using the seat of their pants without the use of a syllabus or plan of action." The recommendation also challenged industry to provide "standardized curriculum templates that instructors (14 CFR 61 as well as 141) can use." According to symposium chair Bob Wright, "We are delighted that ASA and others have taken the symposium's message to heart and are responding with prompt action."

Information generated since the symposium is posted to the training reform website as it becomes available, and a significant portion of the proceedings will soon be available for viewing through the Aero-News Network's Aero-TV.

By Lt Col Bill Woody, SER/SE

Practicing Awareness

I had the opportunity to experience the Safety Culture while working as a technician for a big communications company. The work was totally indoors but the hazards were many. In short there were electrical, mechanical, ladder, burn, chemical, trip and cut hazards. The company believed in and strongly supported safety just as Civil Air Patrol does today. We had Safety Briefs in the morning before work, there were calls over the PA for Safety Breaks - always unplanned, we had quarterly Safety Meetings, a Safety Picnic every summer, and Safety for the Holidays that focused on all the hazards that Christmas lighting presented along with driving in winter weather among others.

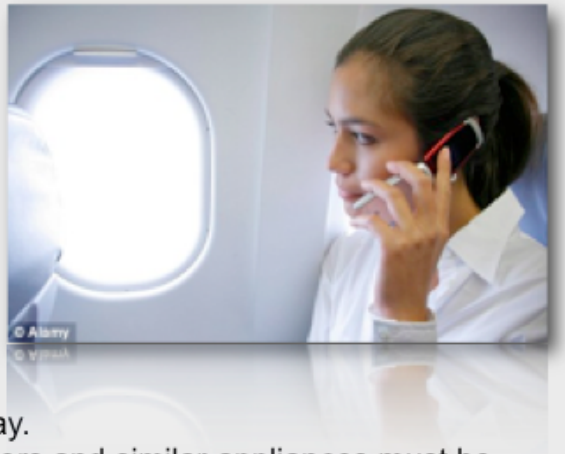
What does this have to do with Civil Air Patrol? Well, I think, and I hope you agree, that the above activities were really practicing awareness! I found myself transporting safety awareness with me. I took it home, to the ball field, when I placed a ladder against my house, when I did electrical work, when I went fishing and especially when I was driving.

As we develop our Safety Culture – in our lives, in our families, and in our CAP units I know this awareness will grow in your life. Today while driving I thought “Am I driving in that guy’s blind spot?” I probably was! I adjusted my speed accordingly. Think about what you’re doing and the hazards that are present and what you can do to keep yourself and others safe. Practicing Awareness can make you very good at staying safe!

Electronics and planes can be a dangerous mix

Electronic devices are banned during certain moments of a flight for good reason. Actor learned an embarrassing lesson in airline safety rules last Dec. when he was kicked off a plane for refusing repeated requests for him to turn off his Blackberry.

The incident received media attention because it involved a Hollywood celebrity, but plenty of lesser-known passengers fail or simply choose not to follow instructions to turn off electronic devices during flights.



But why is it such a big deal, and why are these rules so strictly enforced?

Duhamel's actions were particularly foolish, since the actor was using his Blackberry while the plane was on the runway. This is a huge no-no, since cell phones, pagers and similar appliances must be turned off the moment an aircraft leaves the gate.

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continued…

As far back as the 1960s, the Federal Aviation Administration found that these types of devices transmit and receive signals that can "interfere with aircraft communications and navigation equipment" and "could be potentially hazardous to aircraft communication and navigation equipment, if operated aboard aircraft."

Although no commercial jet crash has ever been officially blamed on cell phones, some theories point to them as the cause of at least two air disasters.

In 2000, a report by the Swiss government determined that pilot error was to blame for the crash of Crossair Flight 498, which killed all ten people on board. However, an alternate investigation discovered that the autopilot system malfunctioned at the same time a passenger received a text message – a finding that led many countries to outlaw the use of cell phones on flights.

Five years earlier, the crash of Answett New Zealand Flight 703, in which four passengers died, forced investigators to look into whether the use of a cell phone played a part in the failure of the plane's radar altimeter shortly before impact.

While mobile phones can be potentially dangerous to planes, other portable electronic items that don't receive signals – such as iPads, iPods, laptops – are still forbidden from being used during specific moments of a flight - specifically takeoffs and landings.

The reasoning behind this may have more to do with airline protocol than with the devices themselves.

"It must be recognized that the potential for personal injury to passengers is a paramount consideration, as well as is the possibility of missing significant safety announcements during important phases of flight," reads FAA advisory circular No. 91-21.1B.

In other words, it's important to have the passengers' complete attention during takeoffs and landings, which are considered the most potentially dangerous moments of a flight. Also, a personal injury lawsuit against an airline is a lot more effective if the accuser claims to have been too distracted to hear the safety instructions prior to the flight.

And while iPads, iPods, laptops and the like don't transmit signals, they do emit radio waves, which in theory can disrupt the plane's computing equipment. As the FAA explained, "this prohibition is in addition to lessening the possible interference that may arise during sterile cockpit operations (below 10,000 feet)."

Small or not, the possibility of an electronic device causing an unthinkable air disaster seems enough to err on the side of caution. Not doing so would be too big a gamble.

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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.

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