



# Newport News Composite Squadron

March 2011 Safety Briefing  
8 March 2011





# Overview

- Safety Education Reminders
- Are You Ready to Fly?
- Some Driving Tips
- Wind Chill
- Bad Weather on the Horizon
- Fly the Airplane



# 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.
- **All current members** must complete, *Introduction to CAP Safety for New Members*, **by 31 March 2011**.
- Online Safety Education
  - Intro to CAP Safety Program for New Members, Downed Power Lines, Hurricane Preparedness and Awareness, Flooding, Winter Driving safety. Wind Chill Index



## • Are You Ready to Fly

- Light snack an hour or so before the flight
- Medications?
- Fatigued?
- Emotionally Ready?
- Sick? **Resist the temptation to fly when ill or while medicating**
- Don't Forget the Sick Sack



# Some Driving Tips

- Watch for those Deer
- Watch that Car at the Stop Sign
- Take care on rough roads
- Long road trip hazards
- Service head lights and wipers



# Wind Chill

- What is wind chill?
- Effects
- Wind chill chart
- Warnings
- Plan ahead
-



# Bad Weather on the Horizon

- Hurricane and tornado season is just around the corner
- Warning times
- Hurricane stages
- Flooding hazards
- Watches and warnings
- What can you do?



# Fly the Airplane

- An A330 Airbus is lost in the Atlantic and might have been saved if the pilots had just flown the airplane.
- A flight from South America to Europe encounters extremely severe weather
- Pilots become task saturated addressing many fault warnings
- Aircraft stalls at 30,000 feet and breaks up over the Atlantic

## ARE YOU READY TO FLY

AS THE WEATHER GETS WARMER AND THE DAYS GET LONGER WE WILL BE OFFERING MORE "O" RIDES. CADETS SHOULD COME TO THE AIRPORT READY TO FLY. YOUR "O" RIDE PILOT WILL ASK YOU THESE SAME QUESTIONS BUT DON'T WAIT UNTIL YOU ARRIVE AT THE AIRPORT TO START THINKING ABOUT YOUR STATE OF READINESS.

EAT A LIGHT SNACK AN HOUR OR SO BEFORE YOUR SCHEDULED FLIGHT

IF YOU ARE TAKING ANY MEDICATION WHICH CARRIES A WARNING OF ANY KIND OF INCAPACITATION OR DROWSINESS, RECONSIDER THE FLIGHT

BE SURE TO GET A GOOD NIGHTS' SLEEP BEFORE THE FLIGHT

ARE YOU EMOTIONALLY READY FOR THE FLIGHT OR DO YOU HAVE SOME PERSONAL ISSUES WHICH WILL CAUSE YOUR CONCENTRATION TO WANDER

ARE YOU SICK? DUH!!! AND REMEMBER IF YOU ARE CONGESTED AND YOUR SINUSES ARE BLOCKED YOU ARE GOING TO HAVE A BAD DAY AS THE PRESSURE CHANGES DURING CLIMBS AND DESENTS

AND FINALLY DON'T FORGET THE SICK SACK. IT HAPPENS

ALL THESE POINTS FOLLOW THE IMSAFE RULE TO INSURE THAT YOU HAVE A SAFE AND PRODUCTIVE FLIGHT.

ILLNESS  
MEDICATION  
STRESS  
ALCOHOL  
FATIGUE  
EMOTION

## FLY THE AIRPLANE

ENCOUNTERED SEVERE WEATHER HIDDEN BY A SMALLER STORM WHICH  
BLOCKED THE RADAR IMAGE

INVESTIGATION DETERMINED THE FLIGHT ENCOUNTERED SUPER COOLED  
WATER IN THE UPPER ATMOSPHERE

LOST AIRSPEED INDICATION DUE TO FROZEN PITODS

AUTOPILOT KICKED OFF FOLLOWED BY A SUCCESSION OF 12 FAULT  
INDICATIONS

PILOTS BECAME TASK SATURATED TRYING TO ADDRESS THE FAULTS

LET THE AIRSPEED DETERIORATE WITH A 10 KNOT WINDOW AT THAT  
ALTITUDE AIRCRAFT STALLED IN TURBULENT AIR AND BROKE UP OVER THE  
ATLANTIC

PILOTS FAILED TO FOLLOW EMERGENCY PROCEDURES WHICH WERE TO  
SET POWER TO 85% AND CLIMB AT 10 DEGREES. THIS WOULD ALLOW  
PLANE TO FLY THROUGH THE STORM AND GIVE PITOT HEATERS TIME TO  
DEFROST.

## WIND CHILL

WIND CHILL IS THE TEMPERATURE IT FEELS LIKE OUTSIDE BASED ON THE HEAT LOSS FROM EXPOSED SKIN CAUSED BY THE EFFECTS OF WIND AND TEMPERATURE

WIND CHILL EFFECTS HUMANS NOT INANIMATE OBJECTS BECAUSE THEY CAN NOT BE COOLED BELOW THE ACTUAL AIR TEMPERATURE

WIND CHILL CHART RECREATED IN 2001 ADDRESSES THE STRESS FROM COLD ON EXPOSED SKIN AT CERTAIN TEMPERATURES AND WIND SPEEDS

WARNINGS THE NATIONAL WEATHER SERVICE WILL ISSUE A WIND CHILL WARNING WHEN WIND CHILL TEMPERATURES ARE LIFE THREATENING

PLAN AHEAD WE ARE IN A TRANSITION PERIOD WHEN CAP BEGINS TO PLAN OUTSIDE ACTIVITIES AS THE WEATHER GETS WARMER AND DAYS GET LONGER, HOWEVER EVERY YEAR WE EXPERIENCE OCCASSIONAL COLD SNAPS WHICH CAN CATCH US OUTSIDE IN THE COLD UNPREPARED.

REMEMBER TO DRESS PROPERLY WITH LAYERS WHICH CAN BE REMOVED AS NECESSARY

USE HATS AND WATERPROFF BOOTS IF YOU PLAN TO DO A LOT OF WALKING IN THE WOODS

WEAR DRY CLOTHING AND CHANGE OUT OF WET CLOTHES

WEAR GLOVES AND/OR MITTENS

DO NOT IGNORE HEAVY SHIVERING AND RETURN TO THE INDOORS

## BAD WEATHER ON THE HORIZON

THIS IS JUST A FEW REMINDERS ON BAD WEATHER AND WHAT TO DO. IT IS QUICK A DIRTY TO REMIND YOU TO GO TO THE CAP WEB SITE FOR SAFETY TO GET THE COMPREHENSIVE GUIDANCE

HURRICANE AND TORNADO SEASON IS JUST AROUND THE CORNER. IN OUR AREA THE SEASON GOES FROM 1 JUNE TO 30 SEPTEMBER

WARNING TIMES. WITH HURRICANE YOU WILL HAVE 24 HOURS OR MORE OF WARNING TO PREPARE OR EVACUATE. WITH A TORNADO ONLY ONE HOUR OR LESS

HURICANE STAGES. THERE ARE 7 STAGES

STAGE 1 IS A TROPICAL DEPRESSION WITH WINDS BELOW 39 MPH

STAGE 2 IS A TROPICAL STORM WITH WINDS OF 40 TO 73 MPH

STAGE 3 IS A CATEGORY 1 HURRICANE WITH WINDS OF 75 TO 94 MPH

STAGE 4 IS A CATEGORY 2 HURRICANE WITH WINDS OF 95 TO 110 MPH

STAGE 5 IS A CATEGORY 3 HURRICANE WITH WINDS OF 111 TO 130 MPH

STAGE 6 IS A CATEGORY 4 HURRICANE WITH WINDS OF 131 TO 155 MPH

STAGE 7 IS A CATEGORY 5 HURRICANE WITH WINDS OF 156 MPH OR GREATER

FLOODING HAZARD WITH ANY STORM OF ANY MAGNITUDE, FLOODING IN OUR AREA IS ALWAYS A DISTINCT POSSIBILITY

WATCHES AND WARNINGS. A WATCH PREDICTS A HURRICANE WITHIN 36 HOURS AND A WARNING PREDICTS A HURRICANE WITHIN 24 HOURS AND YOU MAY BE TOLD TO EVACUATE. AND YES HURRICANES DO BRING TORNADOES

WHAT CAN YOU DO? FIRST STAY TUNED TO THE RADIO  
PREPARE YOUR HOUSE  
PREPARE YOUR SAFETY/SUPPLY KIT  
IDENTIFY A MEETING PLACE OUT OF TOWN  
TAKE CARE OF PETS  
TRACK HURRICANE PROGRESS

## SOME DRIVING TIPS

I HAVE JUST A FEW REMINDERS FOR SAFE DRIVING ABOUT THINGS THAT KEEP CATCHING US NAPPING

WATCH FOR THOSE DEER WE STILL HAVE A BIG DEER PROBLEM IN THIS AREA EVEN IN BUILT UP RESIDENTIAL AREAS. DRIVING AT NIGHT IS THE BIGGEST THREAT SOOO SLOW DOWN, USE YOUR BRIGHTS WHEN YOU CAN AND SCAN AHEAD OF YOUR CAR.

WATCH THAT CAR AT THE STOP SIGN IT NEVER CEASES TO AMAZE ME AT HOW MANY TIMES I ENCOUNTER A CAR THAT IGNORES A STOP SIGN OR STOP LIGHT AND CAUSES ME TO EXECUTE AN ABRUPT STOP. THE THREE WAY STOP AT THE AIRPORT IS A NOTORIOUS EXAMPLE. AS YOU APPROACH AN INTERSECTION ALWAYS LEAVE YOURSELF A WAY OUT IF THAT OTHER DRIVER DOESN'T STOP. BE PREPARED TO MAKE A QUICK LANE CHANGE, AN EMERGENCY STOP OR AN OFF ROAD DIVERSION.

TAKE CARE ON ROUGH ROADS SOME OF THE ROADS IN THIS AREA ARE BECOMING EXTREMELY TORN UP. PARTICULARLY HIGH SPEED HIGHWAYS AND INTERSTATES. IF YOU ARE DRIVING AN SUV OR ONE OF THE CAP VANS YOU ARE IN A PARTICULARLY VULNERABLE POSITION FOR LOSING CONTROL EVEN ON A STRAIGHT AND LEVEL ROAD. PAY CLOSE ATTENTION TO THE APPROACHES TO THE VARIOUS TUNNELS IN THE AREA BECAUSE THESE ARE IN VERY BAD SHAPE.

SERVICE HEADLIGHTS AND WIPERS MANY NEW VEHICLES HAVE THE

PLASTIC COVERS OVER THE HEADLIGHTS AND THEY BECOME VERY GLAZED OVER AFTER A FEW YEARS OF DRIVING THIS REDUCES LIGHTING EFFECTIVENESS SIGNIFICANTLY. SHORT OF MAKING A VERY EXPENSIVE UNIT REPLACEMENT YOU MIGHT TRY ONE OF THE KITS AVAILABLE ON THE MARKET TO SMOOTH OUT THE GLAZE. I'VE TRIED SEVERAL OF THESE AND THEY REALLY DON'T WORK. YOU CAN HOWEVER, GO TO A RELIABLE MECHANIC AND FOR ABOUT THE SAME COST HAVE IT PROFESSIONALLY DONE. I DID AND I WAS VERY PLEASED. BY THE WAY THIS MIGHT CAUSE YOUR VEHICLE TO FAIL INSPECTION