



Newport News Composite Squadron

March 2012 Safety Briefing
13 Mar 12





Overview

- Safety Education Reminders
- 2012 Safety Day – Incident Review
- March Safety Beacon
 - Floods - The Awesome Power
 - Cold Facts – Braking Action Reports
 - Generator Safety
 - FFAST Blast
 - Picture



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 is being 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.**



2012 Safety Day

- Incident Review

WING	DATE	CATEGORY	TYPE	DESCRIPTION	REMARKS
VA	13-Nov-10	Other	Ground	Property damage	Damaged fence at Ft. Eustice during cadet LRC.
VA	25-Jan-11	Cadet	Ground	Minor injury during shuttle run	Water spilled on gym floor caused mishap.
VA	18-Mar-11	Adult	Ground	Fall at wing headquarters	Fall resulted in bruised knee and shoulder.
VA	2-Apr-11	Cadet	Ground	Laceration requiring 1 stitch	
VA	8-Apr-11	Cadet	Ground	Twisted ankle during SAREX	
VA	11-Apr-11	Cadet	Ground	Collapsed during mile run.	Transported to local hospital for observation.
VA	22-May-11	Cadet	Ground	Heat stress	During FOD patrol at LYH air show.
VA	14-Jun-11	Cadet	Ground	Collapsed during drill practice	Minor abrasion to knee and both hands
VA	21-Jun-11	Cadet	Ground	Possible heat exhaustion	Following in-ranks inspection formation
VA	1-Jul-11	Cadet	Ground	Swelling & redness foot to calf	ER Medical diagnosis: cellulitis
VA	17-Jul-11	Aircraft	Flight	Left elevator damaged	While aircraft was being pushed into hangar.
VA	29-Aug-11	Aircraft	Flight	Tail strike on landing	Bent tail tie-down ring
VA	12-Sep-11	Cadet	Ground	Twisted ankle during CPPT	
VA	20-Dec-11	Other	Ground	Property damage	Personnel entry door to hangar damaged. No injuries.
VA	30-Jan-12	Cadet	Ground	Injury to tooth	
VA	9-Feb-12	Adult	Ground	Member POV hit traffic barrier	While exiting military base.
VA	13-Feb-12	Cadet	Ground	Reinjury during PT training	Injured shoulder previously at home.



2012 Safety Day

March 20 is Statewide Tornado Drill

Annual statewide drill at 0945

“Last year 51 twisters hit Virginia, the second highest number on record,” said Michael Cline, state coordinator for emergency management. “But more importantly, communities are still healing from the affects of those tornadoes that killed 10 people, injured more than 100, and destroyed 212 homes and 17 businesses. It’s vitally important that everyone know what to do if a tornado warning is issued for their area.”

Learn more about tornado safety, how to hold a drill, and how to register for the drill

at <http://www.vaemergency.gov/readyvirginia/stayinformed/tornadoes>



Safety Beacon

Floods – The Awesome Power

- Long term – floods kill more people in US than any other types of severe weather
- In recent years only heat surpassed flood fatalities
- Almost half of all flash flood fatalities occur in vehicles
- Two feet of water on a bridge or highway can float most vehicles – if water moving rapidly it can sweep a vehicle away
- Barricades are put up for your safety

www.redcross.org/

www.usgs.gov/

www.fema.gov/

www.nws.noaa.gov/





Safety Beacon

Cold Facts – Braking Action Reports

- Braking reports issued when runways/taxiways covered in ice, snow or water
- Any braking action report implies braking action decreased
 - Good – no degradation of braking action
 - Fair – somewhat degraded braking conditions
 - Poor – very degraded braking conditions
 - Nil – no braking action
- Remember flight isn't over until aircraft is parked
- Taxiways may be worse than runways



Safety Beacon

Generator Safety

- Use in well ventilated locations outside away from doors, windows, and vent openings
- Never use in an attached garage, even with door open
- Place generators so exhaust fumes can't enter home
- Install carbon monoxide (CO) alarms in your home
- Turn off and let cool before refueling
- Never refuel generator while it is running
- Store fuel properly outside of living areas
- Use proper extension cords
- Check for cuts or damage

FACT

! CO deaths associated with generators have spiked in recent years as generator sales have risen.



Safety Beacon

FAAST Blast

- Beechcraft Special Airworthiness Information Bulletin
- Northwest Aviation Conference
- Sign up for biweekly FAA Safety Briefing News Updates
<http://www.faasafety.gov/>
<http://www.faasafety.gov/>



Safety Beacon

Hanger Door wasn't opened all the way?

Beacon Replacement Cost :\$600

Aircraft Cost: \$75,000

Hanger Cost with a Big Door: \$150,000

National Commander's Attention: Priceless





Until Next Month

- Discover, report, stop, share, listen, and learn. The things we have read about in this issue already have happened, so you are not allowed to experience these for yourself. **Remember to "Knock It Off" and slow down.** For streaming dialogues on some subjects, remember CAP Safety is on Facebook and Twitter. Have a good month.





Safety Beacon



Official Safety Newsletter Of The Civil Air Patrol

March 2012

BEACON NEWSLETTER TEAM

LT COL SHARON WILLIAMS

LT COL VAN DON WILLIAMS

MAJOR JAMES RIDLEY, Sr.

MAJOR MANUEL CEJA

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Col Robert Diduch CAP/SE
safety@capnhq.gov

Col Robert Alex
Asst CAP/SE Ground
safety@capnhq.gov

Lt Col Bruce Brown
Asst CAP/SE Aircraft
safety@capnhq.gov

Lt Col Larry Matiello
Asst CAP/SEO
safety@capnhq.gov

Mr. Frank Jirik
Safety, NHQ/SE
safety@capnhq.gov



FLOODS THE AWESOME POWER



The Great Flood of 1993

Top Photo: Scott Dines, St. Louis Post-Dispatch. Bottom Photo: Jim Rackwitz, St. Louis Post-Dispatch

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Weather Service
August 2002



Why Should I be Concerned About Flooding?

This preparedness guide explains flood-related hazards and suggests life-saving actions you can take. With this information you can recognize a flood potential, develop a plan, and be ready when threatening weather approaches. Remember...your safety is up to **YOU!**

In the long term, floods kill more people in the United States than other types of severe weather. In recent years, only heat surpassed flood fatalities. Floods can roll boulders the size of cars, tear out trees, destroy buildings and bridges, and pose a significant threat to human lives.

Online Resources

Additional flash flood/flood-related safety information can be obtained at:

American Red Cross:
<http://www.redcross.org/>

U.S. Geological Survey:
<http://www.usgs.gov/>

Federal Emergency Management Agency:
<http://www.fema.gov/>

National Weather Service:
<http://www.nws.noaa.gov/>

"Flooding never happens here. Tom was trying to get home. He drives on the road near the stream every day. We knew it had been raining a lot, but it had been so dry, we were actually happy about the rain. Tom saw some water on the road, but thought it wasn't that deep. And, after all, he was in his truck, high up off the ground. But then his truck started to float, and before he knew it, his truck was washed downstream with him in it. Fortunately, his truck got stuck on a rock or something, and someone saw him and threw him a line. Tom got out okay. But we really learned from this, not to drive in floods."

- Testimony of Marilyn and Tom (last name requested to be withheld), interviewed by the American Red Cross after Tropical Storm Allison struck Texas in June 2001



River Flooding

What are Flash Floods?

A flash flood is a rapid rise of water along a stream or low-lying urban area. Flash flood damage and most fatalities tend to occur in areas immediately adjacent to a stream or arroyo, due to a combination of heavy rain, dam break, levee failure, rapid snowmelt, and ice jams. Additionally, heavy rain falling on steep terrain can weaken soil and cause mud slides, damaging homes, roads, and property.

Flash floods can be produced when slow moving or multiple thunderstorms occur over the same area. When storms move faster, flash flooding is less likely since the rain is distributed over a broader area.

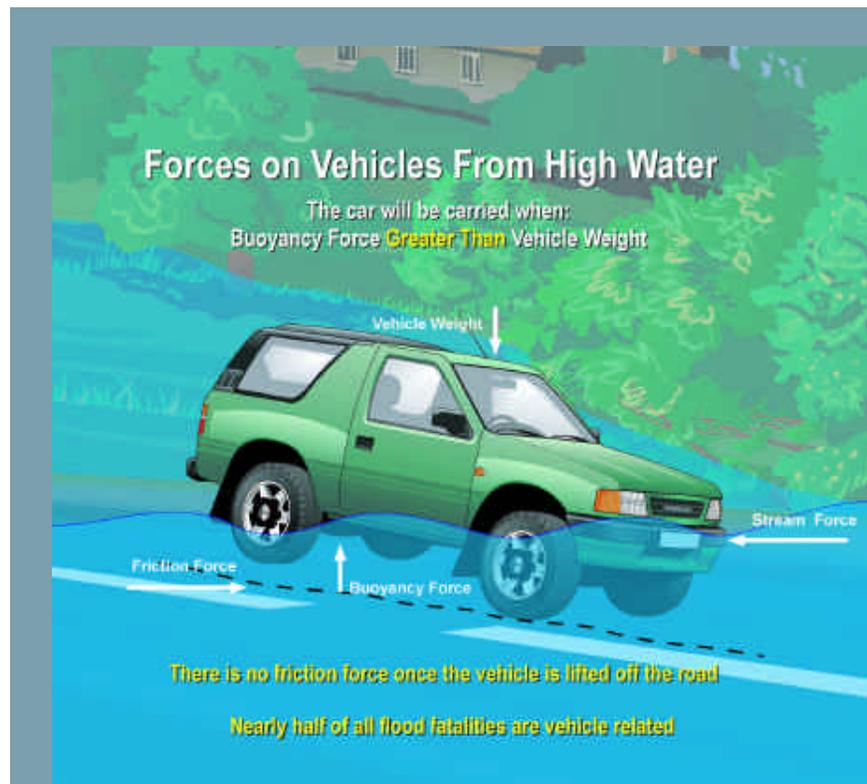
Flash Flood Risk in Your Car, Truck, or Sport Utility Vehicle (SUV)

Almost half of all flash flood fatalities occur in vehicles. Contrary to popular belief, many people don't realize two feet of water on a bridge or highway can float most vehicles. If the water is moving rapidly, the car, truck, or SUV can be swept off the bridge and into the creek.

Water can erode the road bed creating unsafe driving conditions. Underpasses can fill rapidly with water, while the adjacent roadway remains clear. Driving into a flooded underpass can quickly put you in 5-6 feet of water. Many flash floods occur at night when flooded roads are difficult to see.

When you approach a flooded road, **TURN AROUND AND GO ANOTHER WAY!**

Barricades are put up for your protection. Turn around and go another way!



SAFETY BRIEF

Number 3

Cold Facts: Braking Action Reports



Airport markings can be easily hidden by snow, ice, or slush.

Have you ever tuned in the ATIS at your favorite airport only to hear “. . . braking action fair” and wondered exactly what it meant? These reports highlight one of the hazards of winter flying – taxiways and runways covered in snow, ice and slush. These conditions should not *always* deter pilots from taking to the air in winter. This season offers some of the best days to fly – smooth rides, great visibility and excellent aircraft performance.

The Theory

Braking reports are offered at towered airports via ATIS or ATC when runway and taxiways are covered in ice, snow or water. Pilots or airport maintenance personnel who have used the airport’s runways generate these condition reports.

Runway braking conditions are reported as good, fair, poor and nil, to give you some idea of how controllable your aircraft will be during taxi, takeoff and landing. As helpful as these reports are, it’s always a good idea to take them with the proverbial grain of salt,

since they’re necessarily subjective. In addition, you might not land on the same spot as the pilot who reported “fair” braking action a few minutes before.

GOOD: No degradation of braking action.
FAIR: Somewhat degraded braking conditions.
POOR: Very degraded braking conditions.
NIL: No braking action.

Practical Application

When braking action is reported as less than good, the number of acceptable landing runways may diminish quickly as landing surfaces deteriorate. Under these conditions land into the wind (no crosswind landing here) and make sure there is plenty of extra landing distance available. Doubling the landing distance published in the pilot operating handbook may be a good place to start.

Aerodynamic, not disc, braking is more important when runway conditions have deteriorated enough to necessitate a braking action report. To use the aerodynamic braking action the engineers gave you, first fly at the correct approach speed. Then, once in the landing flare, hold the aircraft’s nose off the runway as long as possible to aid in aerodynamic braking. Finally, when the airplane has settled on the runway use the brakes sparingly – or not at all. This is not the time to slam on the brakes to make the first taxiway. Good rudder and aileron skills will also come in handy – the longitudinal axis of the airplane should be aligned with the runway centerline. This seems rudimentary until one wheel hits the ice first and causes a sudden jolt.

Remember, any braking action report implies that braking action is diminished – the only question pilots have to answer is “by how much?”.

These practices should keep you heading down the runway when braking action reports are good or fair. When the reported braking action falls to poor or nil, you should give serious thought to delaying the flight.

Many cargo and non-scheduled flight operators do not allow their pilots to land if the braking action is

reported as nil. These same operators put restrictions on lower time pilots and do not allow them to be at the controls during landing when braking action is reported as less than good. The point? This is a serious situation that can challenge pilots and equipment at all levels. Running off the runway may cause physical and financial injury (not to mention a hurt ego).

If flying into airports where the braking action is likely to be less than good, plan alternates ahead of time. The airlines have a policy that may help determine when you should plan on an alternate. These aircraft have to be able to land within 60 percent of the available runway length at the destination airport. If the airplane will not be able to stop in 60 percent of the available runway an alternate airport must be filed. The aircraft must be able to stop within 70 percent of the available landing distance at the alternate. Using this as a rule of thumb forces pilots to calculate these numbers before departing to snow covered airports and leaves pilots with a preplanned option should a landing at the destination not be practical.



Watch for snow piles while taxiing.

These same airline operators add 15 percent to the required landing distance if runways are wet or slippery (or forecast weather conditions say they might be). While this may not be enough distance for many general aviation pilots, it does stress the point that all pilots need to plan ahead when landing on slush- or snow-covered runways.

Notam example:

15/33 PTCHY THN SIR BA FAIR
Runway 15/33 patchy thin snow or ice on runway.
Braking action fair.

► [Listen to an ATIS recording using descriptive braking action reports.](#)

MU – Surface Friction Reports

To muddy the waters (or dirty the snow), some airports may report braking action with a MU value (pronounced mew). MU values range from 0 to 100 and are only reported if they are less than 40. MU values are determined by a friction-measuring device (not reported by pilots) and officially there is no direct correlation between these values and the descriptive reports of good, fair, poor, and nil. Because MU reports may be used at towered airports, it is a good idea to have a working knowledge of what they mean.

Rule of thumb:

MU Value	Braking Action
40 or greater	Good
30 to 40	Fair
20 to 30	Poor
20 or less	Nil

► [Listen to Fairbanks, AK MU report.](#)

Don't ruin a successful wintertime landing with a bad taxi. Remember that landing is only half of this battle. The other half is making it from the runway to the ramp unscathed (or vice versa). Expect taxiing to be a challenge as well. Runway and taxiway markings may be hidden under snow and obscured by snowdrifts. Allow extra room to maneuver around high snow piles. Pay close attention to your speed and plan ahead – stomping on the brakes may only help you slide across the ramp.



Snow obscured taxiway information sign.

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421 Aviation Way, Frederick, MD 21701 • 800-638-3101 • www.asf.org • asf@aopa.org

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Writer: Leisha Bell

SB03-3/05



Downed utility lines, power company blackouts, heavy snow falls or summer storms can all lead to power outages. Many people turn to a portable generator for a temporary solution without knowing the risks.

- » Generators should be used in well ventilated locations outside away from all doors, windows and vent openings.
- » Never use a generator in an attached garage, even with the door open.
- » Place generators so that exhaust fumes can't enter the home through windows, doors or other openings in the building.
- » Make sure to install carbon monoxide (CO) alarms in your home. Follow manufacturer's instructions for correct placement and mounting height.
- » Turn off generators and let them cool down before refueling. Never refuel a generator while it is running.



- » Store fuel for the generator in a container that is intended for the purpose and is correctly labeled as such. Store the containers outside of living areas.



Your Source for SAFETY Information
NFPA Public Education Division • 1 Batterymarch Park, Quincy, MA 02169

Just Remember...

When plugging in appliances, make sure they are plugged directly into the generator or a heavy duty outdoor-rated extension cord. The cords should be checked for cuts, tears and that the plug has all three prongs, especially a grounding pin.

If you must connect the generator to the house wiring to power appliances, have a qualified electrician install a properly rated transfer switch in accordance with the National Electrical Code® (NEC) and all applicable state and local electrical codes.

FACT

- ! CO deaths associated with generators have spiked in recent years as generator sales have risen.

www.nfpa.org/education

FAA Safety Team | Safer Skies Through Education

FAAST Blast

Notice Number: NOTC3517

FAAST Blast — Week of Feb. 06 – Feb 12, 2012
Biweekly FAA Safety Briefing News Update

SAIB Issued for Flight Control Cable Issues

On Feb. 7, 2012, the FAA issued a Special Airworthiness Information Bulletin (SAIB) that focuses on the condition of the forward elevator cable assembly as it routes through closely-spaced pulleys forward of the instrument panel on Hawker Beechcraft 33, 35, and 36 series airplanes.

The FAA recommends checking flight control cables along their entire length during each 100-hour or annual inspection. For additional information, refer to the following publications:

Hawker Beechcraft Safety Communiqué No. 322, dated January 2012 (<http://www.bonanza.org/images/pdf/communiqu%C3%A9%20322%20control%20cables.pdf>) and, FAA Advisory Circular AC 43.13-1B, Chapter 7 ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/list/AC%2043.13-1B/\\$FILE/Chapter%2007.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/list/AC%2043.13-1B/$FILE/Chapter%2007.pdf)).

Northwest Area Airmen to Convene at Aviation Conference

Thousands of pilots and mechanics in the Pacific Northwest will aim to get a jump start on the flying year this Feb. 25 and 26, when the Northwest Aviation Conference & Trade Show takes center stage in Puyallup, Wash. This annual event gathers over 12,000 aviation enthusiasts from all over the Northwest United States, including the Washington, Oregon, Idaho, Montana, and northern California areas. With spring fast approaching, it's the perfect time to for an aviation-style get-together, albeit in the aisle-ways of the Western Washington Fairgrounds.

The 2-day event will feature guest speakers like AOPA President Craig Fuller and aviation author and humorist Rod Machado. There will also be several aviation safety seminars, weather workshops, and a free IA refresher training course. And don't forget the exhibit area. The FAA Safety Team will be there, alongside a host of other FAA offices. Whether you have questions about a medical problem, an amateur-built aircraft project, or maybe on how to do things the "Wright" way, the people you need to speak with will be there to help. For more information on the event, go to <http://www.washington-aviation.org/>.

Hangar Door wasn't opened all the way?

Beacon Replacement Cost: \$600.00

Aircraft Cost: \$75,000.00

Hangar Cost with a Big Door: \$150,000.00

National Commander's Attention: PRICELESS



The Official Safety Newsletter of the Civil Air Patrol-March 2012

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.

SAFETY OFFICER COLLEGE 2012

The dates of the Safety Officer College (CAPSOC) are June 11-15, 2012 with travel days on the June 10th and 16th at Kirkland AFB, New Mexico.

Applications will be received and students will be selected by each Wing Commander, and for staff officers assigned to the region HQ, Region Commander.

Please welcome our newest safety team member Lt Col Larry Matiello. Larry comes to us with safety education experience. He will hold the title National Safety Education Officer.

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



<p><i>Col Charles Greenwood</i> GLR/SE cgreenwo@bsu.edu</p>	<p><i>Col Robert Castle</i> SWR/SE rcastle@cox.net</p>	<p><i>Lt Col Bill Woody</i> SER/SE wawoody@att.net</p>
<p><i>Col Charles Glass</i> MER/SE csglass@juno.com</p>	<p><i>Lt Col Paul Mondoux</i> NER/SE paul@nhplm.org</p>	<p><i>Maj Alex Kay</i> PCR/SE bcat417@aol.com</p>
<p><i>Col Harold D. Brown</i> NCR/SE hbrown9425@aol.com</p>	<p><i>Lt Col Donald Johanson</i> RMR/SE johansondon@msn.com</p>	