



# Newport News Composite Squadron

May 2012 Safety Briefing

8 May 12





# Overview

- MER Safety Blitz
- Safety Education Reminders
- May Safety Beacon
  - How Many Will It Take
  - Home Safety
  - Tornado Safety Checklist
  - Wild Fire
  - Ground Operations
  - FFAST Blast
  - ORM



# 2012 MER Safety Blitz

- 2-week period 15 Apr – 28 May - NNCS 30 Apr – 13 May
- ORM Training
- Conduct “Intro to Safety” and monthly refresher training
- Review FY11 and FY12 mishap records
- Discuss Form 78 –Mishap Report Form
- Discuss on-line Safety Suggestions and Hazard Reports
- Discuss anticipated risks
- Inspect aircraft and tie downs
- Pilot review short/soft field takeoffs and landings
- Inspect van
- Discuss spotters



# 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 MER Safety Blitz

- 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 MER Safety Blitz

## Anticipated Risks

- Hurricanes (Jun – Nov)
- Tornados (Apr – Jun)
- Severe Thunderstorms
- Flooding
- Heat
- Ticks
- Boating/PFDs
- Lawn Mowing



# Safety Beacon

## How Many Will It Take

- Hands-free devices don't eliminate cognitive distraction
- Cognitively distracted drivers can miss 50% of driving environment
- Nearly 25% of crashes - drivers distracted by cell phones
- Talking on cell phone – 4X likely to crash
- Texting – 8-23X likely to crash
- Commit to drive cell free
- Turn off phone when driving
- Speak up when in car with driver on cell phone
- Tell someone talking to you & driving to hang up





# Safety Beacon

## Home Safety for People with Disabilities

- Choose home with sprinkler system
- Test smoke alarms once a month
- Consider getting alarm that can be tested with flashlight or TV remote
- Consider smoke alarm with long-life batteries
- Alerting devices for deaf – strobe lights
- Escape plans



# Safety Beacon

## Tornado Safety Checklist

- Listen to local news or NOAA radio
- Know community warning signals
- Practice drills
- Remove damaged limbs from trees
- Secure/remove lawn furniture, trash cans, etc
- Pick a safe room, basement or underground
- Dark, often greenish clouds, wall clouds
- Watch out for fallen power lines
- Don't use candles when examining buildings
- If you smell gas or hissing noise – get out





# Safety Beacon

## Wildfire: During the Fire

- Close windows, vents, doors - Shut off utilities
- Move flammable furniture away from windows
- Be ready to evacuate
- Turn off propane gas tanks
- Place combustible patio furniture inside
- If advised to evacuate – do so immediately
- Wear protective clothing – sturdy shoes, long pants
- You cannot outrun a fire – crouch in a pond or river





# Safety Beacon

## Ground Operations

- Avoid collisions with other aircraft or being blown by exhaust from large aircraft
- Avoid debris on ramps
- Maintain adequate surface friction





# Safety Beacon

## FAAST Blast

- Keeping an UPRightT Attitude
  - Upset Recovery and Prevention Training (UPRT) help get a hold on Lose-of-Control
- Sign up for biweekly FAA Safety Briefing News Updates  
<http://www.faasafety.gov/>



# 2012 MER Safety Blitz

## ORM

- A few slides from the online basic ORM Course



# Basic ORM

## Define Operational Risk Management

- It's a logic-based, common sense approach to making calculated decisions on human, material and environmental factors associated with any type of activity.

Or

Simply put, it's a methodical, six-step process to manage inherent risk.



# Basic ORM

- Mankind has always dealt with risks through intuition and memories of past experiences. Success through this method, has always been, and will continue to be, hit and miss.
- The ORM process allows systematic risk decision-making that manages risk as part of the whole operation, reduces mishaps and improves the cost-benefit ratio by lowering risk. The end result is that we are safer, our resources are conserved and our operational capability is optimized.



# Basic ORM

- The Six Steps of the ORM Process
  1. Identify the hazards
  2. Assess the risks
  3. Analyze the risk control measures
  4. Make control decisions
  5. Risk control implementation
  6. Supervise and review



# Basic ORM

- There are three ORM Levels:

**Deliberate** – Primarily uses experience and brainstorming to identify hazards and develop controls and is most effective when done in a group.

**Time critical** – It's an “on-the-run” mental or verbal review of a situation using the basic risk management process without necessarily recording the information

**Strategic** - Used to study the hazards and associated risks in a complex operation in which the hazards are not well understood.



# Basic ORM

## Risk Assessment Matrix

		Probability				
		Frequent	Likely	Occasional	Seldom	Unlikely
S E V E R E I T Y	Catastrophic	Extremely High	High		Medium	Low
	Critical	High	Medium	Low	Negligible	
	Moderate	Medium	Low	Negligible		
	Negligible	Low	Negligible			



# Basic ORM

- One of the objectives of risk management training is to develop sufficient proficiency in applying the process so that risk management becomes an automatic part of the decision-making methodology during CAP activities and your personal time.



# 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

May 2012

## BEACON NEWSLETTER TEAM

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# HOW MANY will it take?

Ensuring the safety of all motorists on the roadways is the responsibility of every driver, and safe driving involves more than having two hands on the wheel and eyes on the road. The mind also must be focused on driving.

### Consider the facts:

- Hands-free devices do not eliminate cognitive distraction – the distraction to the brain
- Cognitively distracted drivers can miss up to 50% of their driving environment, including stop signs, pedestrians and red lights
- Nearly 25% of all crashes involve drivers distracted by cell phones
- Drivers talking on cell phones – handheld or hands-free – are four times as likely to crash
- Drivers who text increase their likelihood of a crash by 8 to 23 times

### Change the culture and curb cell phone use while driving:

- Make a personal commitment to drive cell free
- Research existing technology that prevents cell phone use while driving by holding your calls and messages and delivering them when you are finished driving
- Turn your phone off or put it on silent while driving so you are not tempted to answer it
- Speak up when you are in the car with someone who uses a cell phone while driving – ask if you can do it for them, or if it can wait
- Change your voicemail message to reflect that you are either away from your phone or driving, and that you'll call back when you can do so safely
- If you are talking to someone who you know is driving, tell him/her to hang up and call you later

### Want to do more?

- Contact your elected officials and ask for their immediate and sustained support for cell phone legislation
- Download the National Safety Council **FREE** Cell Phone Policy Kit to help your employer implement or strengthen a cell phone policy at work at [distracteddriving.nsc.org](http://distracteddriving.nsc.org)
- Read the Council's white paper, "Understanding the Distracted Brain," to learn more about cognitive distraction



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**Take the pledge: [nsc.org/pledge](http://nsc.org/pledge)**

# Home Safety for People with Disabilities

There's nothing like being at home, relaxing in a warm bed, enjoying the aroma of a pie coming out of the oven, sharing a laugh with family and friends. But did you know that the majority of fire deaths occur in the home? It's important to take precautions to provide adequate fire safety for everyone.



## Home Fire Sprinklers

Home fire sprinklers can contain and may even put out a fire in less time than it would take the fire department to arrive. In choosing an apartment or purchasing a home, look for a residence that has home fire sprinklers.

## Smoke Alarms

- » Test your smoke alarm at least once a month by pushing the test button. If you can't reach the alarm, consider getting alarms that you can test with a flashlight or a television remote.
- » For added safety, interconnect all the smoke alarms so that when one sounds they all sound. This gives everyone more time to escape.
- » Smoke alarms with non-replaceable (long-life) batteries are designed to remain effective for up to 10 years. They can be helpful for people who have difficulty changing batteries.

## People who are Deaf or Hard of Hearing

- » Smoke alarms and alert devices, called accessories, are available for people who are deaf. Strobe lights throughout the home are activated by smoke alarms and alert people who are deaf to fire conditions. When people who are deaf are asleep, a high intensity strobe light is required along with a pillow or bed shaker to wake them up and alert them to fire conditions.
- » Smoke alarm alert devices, called accessories, are available for people who are hard of hearing. These accessories produce a loud, mixed low-pitched sound. This equipment is activated by the sound of the smoke alarm and is usually installed next to the bed. People who are deaf may find that a pillow or bed shaker is also helpful to wake them.



## Escape Planning

**Include everyone** in planning and practicing home fire drills. People with disabilities can provide input on the best methods for them to escape.

## Ask the Fire Department

to review your escape plan. Some departments have voluntary registries for people who may need extra assistance. If you have a **service animal**, discuss with your fire department plans to evacuate the animal with you. Keep a **phone by your bed** for emergency calls in case you become trapped and are unable to escape.



Your Source for SAFETY Information

NFPA Public Education Division • 1 Batterymarch Park, Quincy, MA 02169

[www.nfpa.org/education](http://www.nfpa.org/education)  
[www.nfpa.org/disabilities](http://www.nfpa.org/disabilities)

# Be Red Cross Ready

## Tornado Safety Checklist

A tornado is a violently rotating column of air extending from the base of a thunderstorm down to the ground. Tornado intensities are classified on the Fujita Scale with ratings between F0 (weakest) to F5 (strongest). They are capable of completely destroying well-made structures, uprooting trees and hurling objects through the air like deadly missiles. Although severe tornadoes are more common in the Plains States, tornadoes have been reported in every state.

### Know the Difference

#### Tornado Watch

Tornadoes are possible in and near the watch area. Review and discuss your emergency plans, and check supplies and your safe room. Be ready to act quickly if a warning is issued or you suspect a tornado is approaching. Acting early helps to save lives!

#### Tornado Warning

A tornado has been sighted or indicated by weather radar. Tornado warnings indicate imminent danger to life and property. Go immediately underground to a basement, storm cellar or an interior room (closet, hallway or bathroom).

### What should I do to prepare for a tornado?



- During any storm, listen to local news or a NOAA Weather Radio to stay informed about watches and warnings.
- Know your community's warning system. Communities have different ways of warning residents about tornados, with many having sirens intended for outdoor warning purposes.
- Pick a safe room in your home where household members and pets may gather during a tornado. This should be a basement, storm cellar or an interior room on the lowest floor with no windows.
- Practice periodic tornado drills so that everyone knows what to do if a tornado is approaching.
- Consider having your safe room reinforced. Plans for reinforcing an interior room to provide better protection can be found on the FEMA Web site at <http://www.fema.gov/plan/prevent/rms/rmsp453.shtm>.
- Prepare for high winds by removing diseased and damaged limbs from trees.
- Move or secure lawn furniture, trash cans, hanging plants or anything else that can be picked up by the wind and become a projectile.
- Watch for tornado danger signs:
  - Dark, often greenish clouds—a phenomenon caused by hail
  - Wall cloud—an isolated lowering of the base of a thunderstorm
  - Cloud of debris
  - Large hail
  - Funnel cloud—a visible rotating extension of the cloud base
  - Roaring noise

### What should I do if a tornado is threatening?



- The safest place to be is an underground shelter, basement or safe room.
- If no underground shelter or safe room is available, a small, windowless interior room or hallway on the lowest level of a sturdy building is the safest alternative.
  - Mobile homes are not safe during tornadoes or other severe winds.
  - Do not seek shelter in a hallway or bathroom of a mobile home.
  - If you have access to a sturdy shelter or a vehicle, abandon your mobile home immediately.
  - Go to the nearest sturdy building or shelter immediately, using your seat belt if driving.
  - Do not wait until you see the tornado.
- If you are caught outdoors, seek shelter in a basement, shelter or sturdy building. If you cannot quickly walk to a shelter:
  - Immediately get into a vehicle, buckle your seat belt and try to drive to the closest sturdy shelter.
  - If flying debris occurs while you are driving, pull over and park. Now you have the following options as a last resort:
    - Stay in the car with the seat belt on. Put your head down below the windows, covering with your hands and a blanket if possible.
    - If you can safely get noticeably lower than the level of the roadway, exit your car and lie in that area, covering your head with your hands.
  - Your choice should be driven by your specific circumstances.

### What do I do after a tornado?



- Continue listening to local news or a NOAA Weather Radio for updated information and instructions.
- If you are away from home, return only when authorities say it is safe to do so.
- Wear long pants, a long-sleeved shirt and sturdy shoes when examining your walls, doors, staircases and windows for damage.
- Watch out for fallen power lines or broken gas lines and report them to the utility company immediately.
- Stay out of damaged buildings.
- Use battery-powered flashlights when examining buildings—do NOT use candles.
- If you smell gas or hear a blowing or hissing noise, open a window and get everyone out of the building quickly and call the gas company or fire department.
- Take pictures of damage, both of the building and its contents, for insurance claims.
- Use the telephone only for emergency calls.
- Keep all of your animals under your direct control.
- Clean up spilled medications, bleaches, gasoline or other flammable liquids that could become a fire hazard.
- Check for injuries. If you are trained, provide first aid to persons in need until emergency responders arrive.

### Let Your Family Know You're Safe

If your community experiences a tornado, or any disaster, register on the American Red Cross Safe and Well Web site available through [RedCross.org](http://RedCross.org) to let your family and friends know about your welfare. If you don't have Internet access, call 1-866-GET-INFO to register yourself and your family.



For more information on disaster and emergency preparedness, visit [RedCross.org](http://RedCross.org).

## Wildfire: During the Fire



Though wildfires are very difficult to predict, certain conditions are more favorable for their development than others – particularly extended periods of hot, dry weather and drought. Keep in mind also that wildfires, once they start, can shift and change direction quickly. If you find yourself facing the threat of a wildfire, follow these tips.

Put together an emergency kit that includes a three-day supply of drinking water and food you don't have to refrigerate or cook; first aid supplies; a portable NOAA weather radio; a wrench and other basic tools; a flashlight; work gloves; emergency cooking equipment; portable lanterns; fresh batteries for each piece of equipment; clothing; blankets; baby items; prescription medications; extra car and house keys; extra eyeglasses; credit cards and cash; important documents, including [insurance policies](#).

### Inside your home

- If you have time, close all windows, vents, doors, window coverings and heavy drapes, to prevent drafts.
- Place waterproofed valuables in water, such as a bathtub, pool or pond.
- Shut off all utilities if possible, including bottled gas.
- Open your fireplace damper and close [fireplace screens](#).
- Be ready to evacuate all family members and pets when instructed to do so by your local officials.

- Move any flammable furniture to the center of your home, away from windows and glass doors.
- Turn on a light in each room to improve visibility, if needed, in heavy smoke.

### **Outside your home**

- If you have time, seal all attic and ground vents with pre-cut plywood or commercial seals.
- Turn off all propane gas tanks (for heating and outdoor grills).
- Place any combustible or flammable patio furniture inside.
- Connect garden hoses to outside taps, but use them only if you have not been advised to evacuate and you have time to wet your roof and outdoor shrubs.
- Place running lawn sprinklers on the roof and near any above-ground fuel tanks.
- Gather your stored fire tools, including shovels, axes, extinguishers and buckets.

### **If you are advised to evacuate, do so immediately**

- Wear protective clothing, such as sturdy shoes, cotton or wool clothing, long pants, a long-sleeve shirt, gloves and a handkerchief to protect your face.
- Lock your home and take your disaster supply kit with you.
- Tell a friend or relative when you leave and where you are going.
- Choose an evacuation route away from any fire hazards. Watch for changes in the speed and direction of fire and smoke.

### **If you see a fire**

- You cannot outrun a fire. If you find yourself near a wildfire, crouch in a pond or river.
- Cover your head and upper body with wet clothing. If water is not nearby, look for shelter in a cleared area or among a bed of rocks.
- Lie flat and cover your body with wet clothing or soil, and breathe the air closest to the ground through a wet cloth to avoid scorching lungs or inhaling smoke.

## Know your terms

Some of the terms used to describe wildfires in weather forecasts include:

**Surface fires:** The most common type of wildfire, surface fires move slowly and burn along the forest floor, killing and damaging vegetation.

**Ground fires:** Usually started by lightning, ground fires burn on or below the forest floor through the root system of the surrounding trees.

**Crown fires:** These fires spread by wind, moving quickly across the tops of trees.

**Santa Ana winds:** The name given to gusty northeast or east winds that occur in Southern California during the fall and winter months. Santa Ana winds are often hot and dry, which greatly aggravates fire danger in forests and brush lands.

**Conflagration:** A large and destructive fire, typically aggravated by strong winds that carry burning debris over natural or artificial barriers.

**Dry thunderstorm:** Typically a thunderstorm with a high altitude base, in which thunder and lightning are observed but from which little or no rain reaches the ground.

**Red flag warning:** Conditions are favorable for the development and spread of wildfires.

**Fire danger rating:** An estimation of fire potential based on weather forecasts and other elements affecting fire potential, including wind speed, temperature and estimates of dead-fuel moisture in the local area.

**Fire weather:** Indicates a combination of weather conditions that favor the kindling and spread of forest or brush fires. Typically, this includes low humidity and a lack of recent precipitation.

## Be Prepared



SKYbrary

# Ground Operations

## Definition

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Aircraft Operational Safety depends upon Ground Operations which support the avoidance of accidents both during ground operations and which arise subsequently as a result of ground operations. It therefore involves all aspects of aircraft handling at the airport as well as aircraft movement around the aerodrome except when on active runways. [Runway Incursion](#) is covered by a separate Category.

## Safety Challenges

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The safety challenges of ground operations are partly to do directly with those operations, for example:

Ensuring that aircraft are not involved in [collisions](#) with other aircraft when moving and that the [jet efflux](#) from large aircraft does not hazard small ones.

Ensuring that aircraft are not damaged by [debris](#) left on the aircraft maneuvering areas.

Ensuring safe parking and [docking](#) of aircraft.

Minimizing impact damage to parked aircraft and ensuring that any such impact, however apparently minor, is reported and subject to maintenance inspection as appropriate prior to any further flight operation

Maintaining adequate surface friction on maneuvering areas

Provision of adequate signage, markings and [lighting](#) so that aircraft are able to follow their taxi clearances properly.

Providing ATM capability which matches the complexity of ground operational movements.

However, even more importantly, ground operations are about preparing aircraft for departure in such a way that the subsequent flight will be safe too, for example:

Correct loading of the aircraft, and especially of its cargo and baggage, including any [Dangerous Goods](#)

Correct communication of aircraft loading information to the aircraft commander sufficient and verified fuel of adequate quantity and quality and the correct use of ground de/anti icing facilities where appropriate.

Much of the activity required in connection with aircraft handling or ground service provision, a lot of which can have a direct bearing on the safety of flight, is often dealt with by a collection of contractors and sub contractors rather than people employed directly by the Aircraft Operator. Such arrangements require that effective [Quality Assurance](#) systems are used by both the Aircraft Operator and the various service providers. Many of the issues associated with human factors for highly trained professionals also [apply](#) to the various unlicensed operatives who both carry out and operationally supervise the various aircraft ground handling tasks when the aircraft is on or in the vicinity of its parking stand or gate.

## Safety Improvement Initiatives

[IATA](#) has recently begun to promote their 'IATA [Safety Audit](#) for Ground Operations' [ISAGO](#) which aims to extend the IOSA concept to aircraft ground service provision in the belief that it will help raise overall safety standards amongst the large numbers of [service providers](#) involved.

The Flight Safety Foundation launched its Ground Accident Prevention program (GAP) in 2003 to develop information and products, "e-tools", to eliminate accidents and incidents that occur on airport ramps (aprons) and adjacent taxiways, and during the movement of aircraft into and out of hangars, and that directly affect airport operations and/or result in personnel injuries or damage to serviceable aircraft, facilities or ground-support equipment.

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## FAA Safety Team | Safer Skies through Education

### **FAAST Blast — Week of Apr 2 – Apr 8, 2012** **Biweekly**

#### **FAASTeam Notice**

Type: **General Information**  
Notice Date: **Monday, April 09, 2012**  
Notice Number: **NOTC3648**

#### **FAA and Industry FIRC Meeting**

On March 28, the FAA met with [Flight](#) Instructor Refresher Course (FIRC) providers and stakeholders during the 2012 Sun 'n Fun Fly-In and Expo in Lakeland, FL. The meeting, moderated by FIRC program manager and Aviation Safety Inspector (ASI) Jeffrey Smith and ASI Mark Giron, included an address from the GA and Commercial Division manager Mel Cintron. The overall purpose of the presentation was to continue the dialogue between the FAA and the FIRC community. The FAA firmly believes such open communication will continue to support a comprehensive and robust FIRC program both now and into the future.

#### **FAA Removes Requirement to Carry [Special Issuance Authorization Letters](#)**

In a direct final rule published March 22, 2012, the FAA has removed the requirement for individuals granted the Special Issuance of a Medical Certificate to have their letter of Authorization in their possession or readily accessible while exercising pilot privileges. This rule, which goes into effect July 20, 2012, does not change the longstanding FAA operational requirements under 14 CFR section 61.3 regarding FAA certificates that must be carried while exercising pilot privileges, including FAA medical certificates.

Once the rule becomes effective, paragraph (j) of 14 CFR section 67.401 will be deleted, along with the "Note" found on FAA medical certificates under the header "Conditions of Issue," which directs affected individuals to carry their letter of Authorization. For more details on the new rule, go to: <http://www.gpo.gov/fdsys/pkg/FR-2012-03-22/html/2012-6886.htm>.

#### **Keeping an UPRight Attitude**

If you have attended one of the FAA Safety Standdowns this month, you know that Loss-of-Control is the focal point of discussion at the seminars. No matter how LOC is defined, the fact remains that all pilots need to focus harder on staying in control. In her *FAA Safety Briefing* article "Keeping an UPRight Attitude," Dr. Janeen Kochan explains how Upset Recovery and Prevention [Training](#) (UPRT) can help pilots get a hold on LOC. In addition to fine-tuning stick-and-rudder skills, UPRT also emphasizes teaching pilots how to maintain awareness of situations that could contribute and lead up to LOC situations.

For more on how UPRT training can help you increase your margin of safety, be sure to read the article on page 15 of the March/April issue at: [http://www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/). Also, check out the Safety Standdown website (<http://faasafety.gov/standdown/>) to see where you can attend a free live seminar on this important topic.

Produced by the *FAA Safety Briefing* editors, [http://www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/)  
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**The Official Safety  
Newsletter of the Civil Air  
Patrol-May 2012**

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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 10<sup>th</sup> and 16<sup>th</sup> at Kirtland 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.

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](mailto:safetybeacon@capnhq.gov).

# Region Safety Officers



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