

Newport News Composite Squadron

October 2009 Safety Briefing

1. Fall 2009 VAWG Safety Emphasis Program – MER Safety Blitz 2009
Safety Down Day - NNCS – 13 Oct 09
Special safety emphasis activities - NNCS – 6-20 Oct 09
2. Basic ORM Training
3. VAWG Mishap Record
4. CAP Form 78
5. National Safety Council (NSC) Safety Calendar
6. Aviation Safety
Passenger Briefing
If You Don't Know, Don't Go
Capt Sullenberger
7. Driving Safety
Texting While Driving
National Teen Driver Safety Week
National School Bus Safety Week
8. Personal Safety
Halloween Safety
National Fire Safety Week
H1N1 Flu
9. Risk Management
Grumman AA-5A Cheetah Accident
10. September/October Sentinel

National Safety Council Calendar

OCTOBER 2009

October 1 - 31	Halloween Safety Month	Prevent Blindness America	(800) 331-2020 info@preventblindness.org	preventblindness.org www.preventblindness.org www.preventblindness.org
October 1 - 31	National Crime Prevention Month	National Crime Prevention Council	(202) 466-6272	ncpc.org
October 4 - 10	National Fire Prevention Week	National Fire Protection Association	Barbara Dunn (617) 984-7285 publicaffairs@nfpa.org	nfpa.org www.nfpa.org www.nfpa.org
October 18 - 24	National Radon Action Week	National Safety Council	Kristin Marsteller (202) 293-2270 ext. 469	nsc.org www.nsc.org www.nsc.org
October 18 - 24	National School Bus Safety Week	National Association for Pupil Transportation	(800) 989-6278 sbsw@napt.org	napt.org www.napt.org www.napt.org
October 18 - 24	National Teen Driver Safety Week	The Young Driver Research Initiative	Karen Holm, holmk@email.chop.edu	chop.edu www.chop.edu www.chop.edu
October - 28	Day of National Concern about Young People and Gun Violence	The Student Pledge Against Gun Violence	(507) 645-5378 mlgrow@pledge.org	pledge.org

National School Bus Safety Week – Driving Safety
 National Teen Driver Safety Week – Driver Safety
 Halloween Safety Month – Personal Safety
 National Fire Prevention Month – Personal Safety

Aviation Safety



General Aviation Passenger SAFETY Briefing

story and photos by Susan Parson

Passenger Briefing - Complete

You may find this item, or something similar to it, on the pre-start checklist for just about any small or piston general aviation (GA) aircraft you fly. You are probably familiar with the passenger briefings you hear on airliners, and you know that the regulations—Title 14 of the Code of Federal Regulations (14 CFR) §91.107—require you to brief your passengers on how to fasten and unfasten seat belts and (if installed) safety harnesses. That's clearly important, but have you ever stopped to think about what else a truly "complete" passenger briefing in a GA aircraft should include? If not, you might start by taking a look at 14 CFR 91.519, which outlines the briefing requirements for large and turbine-powered multiengine airplanes and fractional ownership programs. While not everything on this list applies to a typical GA airplane, it still contains all the basic elements for a comprehensive and professional briefing. Arranged for easy recall, here are the items essential to a complete passenger SAFETY briefing.

Seatbelts

This is the item explicitly required in the regulations, so it is a good place to start your passenger briefing. The regulations give the pilot in command (PIC) two specific tasks with regard to seat belts and shoulder harnesses. The first is a duty to *brief* passengers on how the seat belts work. You cannot legally take off unless:

... the pilot in command of that aircraft ensures that each person on board is briefed on how to fasten and unfasten that person's seat belt and, if installed, shoulder harness. (14 CFR 91.107(a)(1)).

The second statutory requirement is a duty to *notify* passengers that seat belts must be fastened. Specifically, the rule states that no pilot may take off, land, or "cause (an aircraft) to be moved on the surface" unless:

... the pilot in command of that aircraft ensures that each person on board has been

notified to fasten his or her safety belt and, if installed, his or her shoulder harness. (14 CFR 91.107(a)(2).)

In addition to these required topics, it is a good idea to brief your passengers on how to adjust and lock the seat position. This discussion is especially important for the passenger in the right front seat. Just imagine how startling (not to mention dangerous) it would be for everyone aboard if an unbrieffed and unsecured passenger reacted to sudden rearward seat travel by instinctively grabbing the yoke.

Air

You want your passengers to be comfortable during the flight, so the second major item to include in your briefing is environmental controls. Show your passengers where the air vents are located, and tell them how to open and close overhead and/or floor-level vents in their seating area. Many GA airplanes have other environmental controls (e.g., cabin heat)

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FAA AVIATION NEWS



located somewhere on the instrument panel. If your passenger is airplane-savvy, you might show him or her how to adjust some or all of these controls. Remember, though, that for most non-pilots, the instrument panel for even the smallest GA aircraft is a bewildering array of dials and knobs and switches that all look alike. Unless your passenger has at least some experience in GA aircraft, it may be best to tell them to let you know if they are too hot or too cold, so that you can make the adjustment.

The subject of air brings up a more delicate issue—airsickness. Opinions differ widely on whether, and how, to discuss this topic with passengers. Some pilots advocate a direct approach, including a full briefing on location and use of airsickness bags. Others believe that a specific briefing triggers the power of suggestion in potentially queasy passengers, and prefer to avoid the subject entirely. You be the judge of your passengers' tendencies toward motion sickness, but if you are in the "don't tell" group, you will still want passengers to know that they should tell you right away if they feel uncomfortable for any reason.

Fire Extinguisher

Fires can, and do, occur in GA airplanes, especially with engine starts. You obviously don't want to scare your passengers, but the extra pair of hands could be very useful if you find yourself fighting flames during any part of the flight. If you have a fire extinguisher on board—you do, right? — show your passengers where it is located, how to unlatch it from its mount, and how to use it in the unlikely event of a fire.

Exit, Emergencies, and Equipment

Passenger briefings on airliners always include information on the location and operation of doors, and yours must do no less. The location of the door—or doors, depending on the model—is no mystery on most GA airplanes, so your briefing can be limited

to door operation. Make sure that your passengers know how to open the door(s) in the event of an emergency evacuation. Since no one needs the distraction and discomfort of a door opening in flight, it is also important to brief your passengers on properly securing the door(s).

If your aircraft has doors on both sides of the fuselage, it is a good idea to develop and brief specific exit procedures to facilitate rapid evacuation of the aircraft. For example, you might plan on keeping your seat forward to allow rear seat passengers to exit via the left door, while you follow the right-seat passenger out the starboard door. This method allows you, as PIC and captain of your ship, to oversee the passenger evacuation before leaving the aircraft yourself. For aircraft with a single right-side door, consider what works best for a given group of passengers. You might want to have the right seat passenger exit and move the seat to allow rear seat passengers to follow, with you departing last. Alternatively, you might want to follow the right-seat passenger but remain at the door to assist in the evacuation of those in the rear seats. There is no single correct evacuation strategy, so the most important thing is to think it through in advance and communicate the plan to your passengers.

Another part of the emergency exit briefing is to designate a gathering point (e.g., walk aft to avoid the prop and gather at the rear of the aircraft). If you carry survival equipment, point it out to all passengers. Stress that safe and expeditious evacuation is the most important consideration, but consider designating one of your rear-seat passengers to be in charge of carrying survival equipment out of the aircraft if circumstances permit.

Finally, be sure to explain any equipment, such as supplemental oxygen, that passengers are expected to use during the flight.

Traffic and Talking

Even if you are operating under instrument flight rules (IFR), you still have a responsibility to see and avoid other

traffic any time you are in visual meteorological conditions (VMC). It never hurts to have extra eyes scanning for traffic, so brief your passengers to let you know whenever they spot other aircraft. In addition, tell them what you want them to tell you. A simple "airplane on the right" will suffice, but since everyone can visualize a clock, you might ask them to give you traffic information in terms of the "o'clock" positions used by ATC. The added advantage of this option is that passengers listening to ATC communications will have a better idea of where to look when you get a traffic call.

Expectations for communications—talking—are another good topic to include in your passenger briefing. Passengers may not readily understand the term "sterile cockpit," but they will certainly understand that there are times when you need to focus fully on your flying. Let your passengers know that they should not attempt to talk to you (except for traffic point-outs) during the busy take-off/climb and approach/landing phases of the flight. If your intercom does not permit you to isolate the crew, let passengers know if you expect them to minimize their own conversation during these times.

Your Questions?

It is both professional and polite to conclude by giving your passengers an opportunity to ask questions about any part of the flight. Since some passengers may be intimidated by the novelty of GA flying or embarrassed to ask "dumb" questions, watch for any signs of confusion or concern. Make a special effort to invite those questions needed to clarify any part of the briefing they did not understand. The question time is a great opportunity to reassure a reluctant rider, or to encourage a potential future pilot's interest in aviation.

Passenger SAFETY Briefing – COMPLETE. Let's go flying!

+

Susan Parson is a special assistant in Flight Standards' General Aviation and Commercial Division.



(Cut, fold in center, laminate, and use to brief SA passengers)

Passenger SAFETY Briefing

N _____

S Seat belts fastened for taxi, takeoff, landing.
Shoulder harnesses fastened for takeoff, landing.
Seat position adjusted and locked in place.

A Air vents (*location and operation*).
All environmental controls (*discussed*).
Action in case of any passenger discomfort.

F Fire extinguisher (*location and operation*)

E Exit doors (*how to secure; how to open*).
Emergency evacuation plan.
Emergency/survival kit (*location and contents*).
Equipment (*location and operation*).

T Traffic (*scanning, spotting, notifying pilot*).
Talking ("sterile cockpit" expectations).

Y Your questions? (*Speak up!*)



Training

/// BY JAY HOPKINS ///

If You Don't Know, Don't Go!

LIKE TO RECORD THE History Channel on my DVR and then play back the shows while I am working out, something I call "learn while you burn." Many of the shows I record relate to my work teaching error prevention, and I am always looking for examples I can use in my training. A few days ago I was watching a show about the transportation of hazardous materials while I was working through a set of vertical chest presses. It was only moderately interesting until I heard a truck driver say they always follows the rule "if you don't know, don't go!"

I was struck by the application of this phrase to flying. I teach the conservative response rule — if there is any doubt, always take the most

conservative response until you can gather more information to clarify the situation. "Know before you go" is also a popular phrase. The AOPA even has an online course called Know Before You Go — Navigating Today's Airspace. But "if you don't know, don't go" has a power and immediacy that other approaches seem to lack.

My mind then began racing through the many applications of this rule to situations that get pilots into trouble:

Weather

In a classic example, a pilot who had received his private pilot license four weeks before and had only 55 hours of total flight experience with five hours at night, took off from San Luis Obispo, California, at 10:35 p.m. He was in the air only about five minutes when he ran into a "wall of clouds."

While attempting to return to the airport he impacted a plowed field in a vineyard about four miles southeast

>>> If there is any doubt, always take the most conservative response until you can gather more information to clarify the situation.



of the airport. The pilot survived and, despite serious injuries, was even able to locate a phone in a building at the vineyard and call authorities to report the accident. His passenger, who was his best friend, was killed.

The NTSB report states that while the conditions at San Luis Obispo were VFR at the time of departure with visibility more than six miles, "early responders to the accident scene reported that the weather conditions consisted of low clouds and fog with heavy drizzle."

The NTSB also determined that the pilot did not receive a preflight weather briefing. This pilot learned the hard way that if you don't know the conditions en route to your destination, you shouldn't go.

Terrain

Another pilot took off on a clear, dark night from an airport at the northern edge of a metropolitan area. As the pilot turned north on his route, he flew directly into an isolated hill in a dark area north of the airport. This pilot had failed to make sure he was familiar with the terrain in the vicinity of the airport and especially along his initial route of flight.

Aircraft Condition and Configuration

There have been many accidents because the pilot did not carefully check how much gas was on board or whether the oil cap was on securely. I have previously written about my own experience when the airplane I had planned to fly was not available and I was switched to a different airplane at the last minute ("Running Out Is Easy to Do," March 1994). I had already been delayed by the airplane swap, and in my rush to get going I failed to carefully assess the new airplane. A Cessna 172 is a Cessna 172, right? Not when the original airplane had long-range tanks and the substitute airplane didn't. Fortunately, I listened to that nagging voice from my safety angel and became aware of the issue before I ran out of gas, but I should not have departed until I had taken the time to become familiar with the configuration of the replacement airplane.

Taxi

A pilot arrived at the airport after a stressful day. A long meeting had kept him from leaving when he had planned, and he rushed to get in the air just as darkness settled in. Because he was in a hurry, he didn't take the time to carefully familiarize himself

with the airport layout and also neglected to request progressive taxi instructions. His first indication of his error was when ground control frantically instructed him to do a 180 and exit the active runway. General aviation pilots are responsible for the majority of runway incursions, and many of

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them are caused by pilots who do not take the time to familiarize themselves with the airport diagram before starting to taxi to the runway.

Takeoff

Most takeoff accidents could have been avoided if the pilot had known the gross weight of the airplane, the density altitude, the runway required under those conditions and the runway available. I have read many accident reports in which the pilot told investigators that he had done a number of general weight and balance problems but had not done a specific analysis for that takeoff.

For example, a Bonanza A36 settled back to the ground after a takeoff with temperatures nearing 100 degrees. The NTSB determined that the airplane, which was nearly 100 pounds over its maximum allowable gross weight, had encountered a wind shift that degraded its takeoff performance. The pilot told investigators that he had done a mental

>>> I have read many accident reports in which the pilot had done a number of general weight and balance problems but had not done a specific analysis for that takeoff.

weight and balance and had previously done takeoff calculations for that airport at high-temperature conditions but did not do an analysis prior to that takeoff.

There are many potential surprises and distractions in aviation — such as mechanical failures and unforecast weather — that can't be anticipated, so pilots can't afford to take off without full knowledge of all available information. Remember:

If you don't know your airplane's configuration, condition and performance for that takeoff or landing:

If you don't know the airport layout and all frequencies you will be using:

If you don't know the terrain in the vicinity of the departure and arrival airports:

If you don't know the weather at the departure and arrival airports and along your route:

If you don't know the location of restricted airspace along your route ...

Don't go! ✈

Months after the "Miracle on the Hudson," the hero pilot gets a surprise package

What I Got Back

by Capt. Chesley "Sully" Sullenberger

Moments after takeoff last January, US Airways Flight 1549 was struck by a flock of geese, causing its engines to fail. Capt. Chesley Sullenberger piloted one of the most remarkable emergency landings in aviation history, saving the lives of all 155 onboard.

THE CABIN WAS VERY QUIET. A few passengers made phone calls or sent text messages to loved ones. Some were saying their prayers. Others would say they were making peace with the situation. If they were going to die, they said, there was nothing they could do about it, and so they tried to accept it.

Some later told me that they were glad I didn't give them too many details. That would have made them even more frightened.

It wasn't until about 90 seconds before we hit the water that I spoke to the passengers.

I wanted to be very direct. I didn't want to sound agitated or alarmed. I wanted to sound professional.

"This is the captain. Brace for impact!"

The flight attendants—Sheila Daïl, Donna Dent, and Doreen Walsh—immediately fell back on their training. They shouted their commands: "Brace, brace! Heads down! Stay down! Brace, brace! Heads down! Stay down!" Hearing their words comforted and encouraged me. Their direction and professionalism would be keys to our survival, and I had faith in them.

It was only about three minutes since the bird strike, and the earth and the river were rushing toward us. I was judging the descent rate and our altitude visually. At that instant, I judged it was the right time. I began the flare for landing. I pulled the side stick back, farther back,

finally full aft, and held it there as we touched the water.

We landed and slid along the surface in a slightly nose-up attitude. We slowed down, leveled out, and then came to a stop as the river water splashed over the cockpit windows. Within a second or two, we returned to the slightly nose-up attitude, and the plane was floating. The skyline of New York presented itself from sea level.

First Officer Jeff Skiles and I turned to each other and, almost in unison, said the same

thing. "That wasn't as bad as I thought."

Still, we knew that the hardest part of this emergency might still be ahead. There were 155 passen-



All of us who were "survivors" got boxes addressed directly to

gers and crew members on a plane that might soon be sinking. It wasn't yet clear how or if we would all make it to shore alive.

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ONE DAY IN EARLY MAY, ALMOST four months after Flight 1549 landed in the Hudson, three large cardboard boxes arrived at my front door in Danville, Calif. Inside, well preserved and neatly packaged, were the things I left behind in the cockpit of the plane. Everything was there except the \$8 tuna sandwich I had bought and never eaten before takeoff.

I was somewhat solemn going through my belongings. I knew that after most airline accidents, such boxes are sent to relatives of victims who've died. Or else, when a plane crashes, fire destroys almost everything or the victims' belongings have been shattered into pieces so small that there is almost nothing to be returned. Maybe relatives will get back someone's wedding ring. Usually loved ones get little or nothing.

In the case of Flight 1549, all of us who were "survivors" got boxes addressed directly to us. We were able to sign the FedEx slips ourselves. Some of what was returned to us was destroyed and unusable. But a lot of things were in good condition and could be folded back into our lives. Passengers got back their favorite jeans, their coats, their car keys, their purses. I pictured these passengers, all over the country, opening their boxes and flashing back to January 15. We could focus on waterlogged items that were ruined, or we could go through our personal effects feeling grateful.

The plane had sunk into the Hudson after we all evacuated, and a company from El Segundo, Calif., Douglass Personal Effects Administrators, was charged with taking what was fished out of the water and trying to reclaim what they could. I was impressed by the job they undertook in order to reunite us with our belongings. They went through every suitcase in the cargo hold and every item in the overhead compartments.

It was amazing and impressive that so many things submerged in dirty, icy water could be brought back to life. The company used sheets of fabric softener to separate all of the clothing and other items. The smell of dryer sheets was overpowering when we opened our boxes.

My roll-aboard bag was in one of them, its contents dried, inventoried, and wrapped up in tissue paper. My iPod, laptop, and alarm clock were trashed. But my phone charger and iPod charger

enberger
his wife,
ie, and
ughters,
and Kelly



PHOTOS BY BRUCE GLIKAS/FILMAGIC (FAMILY) AND EDUARD H. B. GLUCK/CORBIS (PLANE)

still worked. The shoes I was wearing on the flight came home with me in January but were totally waterlogged and beaten up. I really hoped they could be saved, because they were what we call "airport-friendly shoes," with no metal; I didn't have to take them off to go through security checkpoints. I took those shoes to my favorite local shoe repairman at a shopping center in Danville, and he did a wonderful job fixing and cleaning them up. I wear them still.

On that day, I was traveling with four library books, including a copy of *Just Culture*, a book about safety issues. I later called my local library to apologize for leaving the books on the plane, and they agreed not to charge me for replacing them.

Anyway, I was glad to find all four of the library books in one of the boxes of my belongings. The reclamation company had tried using a drying process to make the books usable again but wasn't completely successful. The pages are readable but too wrinkled to be checked out again by library patrons. I returned them anyway. The library has found a place for them to be displayed.

Since Flight 1549 came at the end of a four-day trip, I had mostly dirty laundry in my roll-aboard bag. All of my clothing came back in good condition and with that strong fabric-softener smell. I was also glad to get back my Jeppesen airway manual, which contains the charts for all of the airports we serve. Still taped neatly inside, weathered but readable, was the fortune from a fortune cookie that I'd gotten at a Chinese restaurant in San Mateo, Calif., sometime in the late 1980s.

It read: "A delay is better than a disaster."

I thought that was good advice at the time, and so I'd kept it in the manual ever since.

That fortune reminded me of an unexpected question my daughter Kate asked me when she was 9. I was driving her to school, and out of the blue, she asked me: "Daddy, what does integrity mean?"

After thinking about it, I came up with what, in retrospect, was a pretty good answer: "Integrity means doing the right thing even when it's not convenient."

Integrity is the core of my profession. An airline pilot has to do the right thing every time, even if that means delaying or canceling a flight to address a maintenance or other issue, even if it means inconveniencing 183 people who want to get home, including the pilot. By delaying a flight, I am ensur-

ing that they will get home.

I am trained to be intolerant of anything less than the highest standards of my profession. I believe air travel is as safe as it is because tens of thousands of my fellow airline and aviation workers feel a shared sense of duty to make safety a reality every day. I call it a daily devotion to duty. It's serving a cause greater than ourselves.

And so I think often of that fortune, which sat for a good while in the cockpit of a water-filled Airbus A320, tilted sideways in the Hudson: "A delay is better than a disaster."

It's nice to have that fortune back. It will definitely accompany me on future flights.



Adapted from Highest Duty: My Search for What Really Matters, by Capt. Chesley "Sully" Sullenberger with Jeffrey Zaslow. Copyright © 2009 by Chesley B. Sullenberger III. To be published on Oct. 13, 2009, by William Morrow/HarperCollins Publishers.

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Driving Safety



ADAM SPUDIS/DAILY PRESS PHOTO ILLUSTRATION

CRASH COURSE ON TEXTING DANGERS

Schools explore ways to keep students' eyes on the road, instead of on their cell phones

By Allison T. Williams
and Tyra M. Vaughn
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A Darien Johnson won't say he's never glanced at a text message flickering across his phone while he's driving.

But the 17-year-old Smithfield High School junior says he usually ignores messages until he can pull off the road — texts are usually from his parents, wanting to know where he is —

or passes his phone to a friend in the passenger seat.

"I know it can be deadly," said Johnson, who says it would be easy to miss a stop sign or a deer leaping across the road in front of him if he's looking at his cell phone. "You have to be aware of your surroundings, and not just be focused on yourself. I don't have time to respond to text messages."

As cellular devices become more commonplace and as

more states stiffen laws regulating talking and texting while driving, local school systems are grappling to find the most effective ways of teaching teenagers the importance of focusing on the roadway rather than their phones when they are behind the wheel.

Grafton High School's nearly 400 driver's education students watch video and participate in

See **TEXTING**/Page 4



What do
you think?

Do you text while driving?
Cast your vote at
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ROB GSTERMAIER/DAILY PRESS PHOTO

Smithfield High students Nelson Ippolito and A'Darien Johnson are careful not to text message while driving and are quick to make sure friends do the same.

Texting

Continued from 1

class discussions about the danger of texting and driving, said Matt Lewellen, a driver's education instructor at the York County high school.

But Lewellen said he's not sure if the message resonates with his students.

"There may be one of two students who take the message to heart, but the majority of them think they're invincible," he said. "They tell me 'I've memorized the keypad so my thumbs know where to go automatically' and it has me worried because they're young, inexperienced drivers."

Under the state's new text message law, which went into effect July 1, sending text messages or e-mails is a secondary offense. That means police can only write texting tickets for offenders that they happened to pull over for another reason, like speeding or running a stop sign.

Although Virginia State Police Sgt. Michelle Cotton did not have any statistics on the number of accidents this year involving texting drivers, she believes there have been increases in the past couple of years.

Someone texting is eight times more likely to crash than someone not doing so, according to studies at the University of Utah. That's twice as dangerous as gabbing on the phone while driving.

Young drivers are the ones most likely to text and drive. A study by the AAA Foundation for Traffic Safety shows that one in seven drivers admitted to texting while driving — and that half of the

survey respondents between 16 and 24 said they texted while driving. In contrast, fewer than 5 percent of the study participants over 45 admitted to texting while driving.

Most local school divisions are incorporating it into the section of their driver's education course work that focuses on driver distractions, said Smithfield High School teacher Cathy Riddick. She often employs videos to show students what can happen in the few seconds they are distracted by a phone call, changing a radio station or returning a text message.

Riddick has opted not to show the video of a simulated accident caused by a teenage texter that made the Internet rounds this summer, saying it was probably too graphic for some students. But at the same time, she said, the video — produced by a police department in England — was powerful because of its in-your-face images.

"It's intense, definitely makes you think twice" said Smithfield High student Nelson Ippolito, who gets his license on Oct. 20.

Such videos, as well as media coverage of the recent rash of accidents nationwide caused by texters or distracted drivers, are effective teaching tools, said Linda Revia, deputy superintendent of instruction at Poquoson Public Schools.

"Students are very visual," she said. "Current events and high-profile situations speak very poignantly to young people. I think it helps them realize how easily distracted they can be."

Grafton driver's education instructor Paul Sidhu takes a different approach to teaching students about texting and driving, he said.

"I take my kids outside, line them up and then tell them to take out their cell phones, text while walking in a straight line and then I make them stop suddenly," Sidhu said. "They all start running into each other."

Sidhu said while his activity is eye-opening to some students, he doesn't think it will stop their dangerous habit.

"We've got to change their minds and habits about texting because until that happens, nothing we do will really matter," he said.

Warhill High School driver's education instructor Joe Henzel said Williamsburg-James City County schools wants to get parents involved to stop teens from texting and driving.

The division's three high schools will host a joint meeting at Lafayette High School on Thursday to inform parents about driving requirements for teen drivers and the laws affecting them.

Sherrie Bollhorst, who oversees the driver's education curriculum for Hampton Public Schools, said that division is in the final stages of crafting a student-and-parent rights and responsibilities handbook for driver's education students. The handbook will include a section on the dangers of texting and driving, and both parent and student will have to sign it before a student can get behind the wheel, Bollhorst said.

The handbook is a way of being more proactive and getting parents to buy into the safety factor with their children, she said. That's particularly important when it comes to texting, because many of today's teen drivers have grown up seeing their parents texting on the road, Bollhorst added.



Young Drivers

In 2007, 7,650 people were killed in crashes involving young drivers between the ages of 15 and 20. According to the latest 2005 mortality figures from the National Center for Health Statistics, motor vehicle crashes are the leading cause of death for those between the ages of 15 and 20. Although young drivers represent only 6.5% of the nation's licensed drivers, they are involved in 12.2% of fatal crashes. The National Safety Council urges all parents to familiarize themselves with the risks associated with young, inexperienced drivers.

Facts to Know

- Traffic crashes are the number one cause of death among children and young adults.
- About 3,200 young drivers age 15-20 are killed every year in traffic crashes. More than 250,000 young drivers are injured.
- Young drivers are involved in fatal traffic crashes at over twice the rate as the rest of the population.
- Exceeding the posted speed limit or driving at an unsafe speed is the most common error in fatal accidents.
- About 30% of crashes killing young drivers involve alcohol.
- More than 1,000 young drivers lose their lives every year in crashes because they were alcohol impaired.
- It is illegal in every state for a person under 21 to buy and/or publicly possess alcoholic beverages.
- All states and Washington, D.C. have zero tolerance laws. It is illegal for a minor (under 21) to purchase alcohol, so no amount of alcohol should be allowed in an underage driver.
- Zero tolerance laws are typically set between .00 and .02 *per se* as opposed to .08 or .10 for drivers 21 and older. *Per se* means that regardless of outward signs of intoxication, the amount of alcohol detected in the driver determines legal intoxication.

Graduated Licensing Saves Lives

- Since inexperience is a leading factor in traffic crashes involving youth, graduated licensing makes good sense. This licensing system ensures that young drivers accumulate driving experience under controlled circumstances.
- Graduated licensing includes three steps: Learner, Provisional (Intermediate), and Full Licensure. Each of these steps includes certain restrictions tied to the permit.

Restrictions address things such as: the use of alcohol (zero tolerance), nighttime driving, teenage passengers, all occupants must wear safety belts, permit holder must remain crash and conviction free for a certain amount of time, etc.

- Currently, 44 states and the District of Columbia have implemented graduated driver licensing.

School Bus Safety Rules

For some 25 million students nationwide, the school day begins and ends with a trip on a school bus. Unfortunately, each year many children are injured and several are killed in school bus incidents. School bus related crashes killed 134 persons and injured an estimated 11,000 persons nationwide in 2005, according to data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS).

Over the period from 2000-2005, about 70% of the deaths in fatal school bus related crashes were occupants of vehicles other than the school bus and 19% were pedestrians. About 5% were school bus passengers and 4% were school bus drivers. Of the pedestrians killed in school bus related crashes over this period, approximately 83% were struck by the school bus. Of the people injured in school bus related crashes from 2000 through 2004, about 46% were school bus passengers, 8% were school bus drivers, and another 41% were occupants of other vehicles. The remainder were pedestrians, pedal cyclists, and other or unknown type persons.

Although drivers of all vehicles are required to stop for a school bus when it is stopped to load or unload passengers, children should not rely on them to do so. The National Safety Council encourages parents to teach their children these rules for getting on and off the school bus.

Rules for getting on and off the school bus

Getting on the school bus

- When waiting for the bus, stay away from traffic and avoid roughhousing or other behavior that can lead to carelessness. Do not stray onto streets, alleys or private property.
- Line up away from the street or road as the school bus approaches.
- Wait until the bus has stopped and the door opens before stepping onto the roadway.
- Use the handrail when stepping onto the bus.

Behavior on the bus

- When on the bus, find a seat and sit down. Loud talking or other noise can distract the bus driver and is not allowed.
- Never put head, arms or hands out of the window.
- Keep aisles clear – books or bags are tripping hazards and can block the way in an emergency.
- Before you reach your stop, get ready to leave by getting your books and belongings together.
- At your stop, wait for the bus to stop completely before getting up from your seat, then walk to the front door and exit, using the handrail.

Getting off the school bus

- If you have to cross the street in front of the bus, walk at least ten feet ahead of the bus along the side of the road until you can turn around and see the driver.

• Make sure that the driver can see you.

- Wait for a signal from the driver before beginning to cross.
- When the driver signals, walk across the road keeping an eye out for sudden traffic changes.
- Do not cross the center line of the road until the driver has signaled that it is safe for you to begin walking.

• Stay away from the bus' rear wheels at all times.

Correct way to cross the street

- Children should always stop at the curb or the edge of the road and look left, then right, and then left again before crossing.
- They should continue looking in this manner until they are safely across.
- If student's vision is blocked by a parked car or other obstacle, they should move out to where drivers can see them and they can see other vehicles -- then stop, and look left-right-and left again.

Bodily Injury



Halloween Safety

Halloween is a cherished tradition but the excitement of the night can cause children to forget to be careful. There is no real "trick" to making Halloween a real treat for the entire family. The major dangers are not from witches or spirits but rather from falls and pedestrian/car crashes. Many communities officially designate a "Beggars' Night" and assign specific hours for trick-or-treat activities.

Both children and adults need to think about safety on this annual day of make-believe.

Motorists

The National Safety Council urges motorists to be especially alert on Halloween.

- Watch for children darting out from between parked cars.
- Watch for children walking on roadways, medians and curbs.
- Enter and exit driveways and alleys carefully.
- At twilight and later in the evening, watch for children in dark clothing.

Parents

Before children start out on their "trick or treat" rounds, parents should:

- Make sure that an adult or an older responsible youth will be supervising the outing for children under age 12.
- Plan and discuss the route trick-or-treaters intend to follow. Know the names of older children's companions.
- Instruct your children to travel only in familiar areas and along an established route.
- Teach your children to stop only at houses or apartment buildings that are well-lit and never to enter a stranger's home.
- Establish a return time.
- Tell your youngsters not to eat any treat until they return home.
- Review all appropriate trick-or-treat safety precautions, including pedestrian/traffic safety rules.
- Pin a slip of paper with the child's name, address and phone

	<p>number inside a pocket in case the youngster gets separated from the group.</p>
Costume Design	<ul style="list-style-type: none"> • Only fire-retardant materials should be used for costumes. • Costumes should be loose so warm clothes can be worn underneath. • Costumes should not be so long that they are a tripping hazard. (Falls are the leading cause of unintentional injuries on Halloween.) • If children are allowed out after dark, outfits should be made with light colored materials. Strips of retroreflective tape should be used to make children visible.
Face Design	<ul style="list-style-type: none"> • Masks can obstruct a child's vision. Use facial make-up instead. • When buying special Halloween makeup, check for packages containing ingredients that are labeled "Made with U.S. Approved Color Additives," "Laboratory Tested," "Meets Federal Standards for Cosmetics," or "Non-Toxic." Follow manufacturer's instruction for application. • If masks are worn, they should have nose and mouth openings and large eye holes.
Accessories	<ul style="list-style-type: none"> • Knives, swords and other accessories should be made from cardboard or flexible materials. Do not allow children to carry sharp objects. • Bags or sacks carried by youngsters should be light-colored or trimmed with retro-reflective tape if children are allowed out after dark. • Carrying flashlights will help children see better and be seen more clearly.
On the way	<p>Children should understand and follow these rules:</p> <ul style="list-style-type: none"> • Do not enter homes or apartments without adult supervision. • Walk, do not run, from house to house. Do not cross yards and lawns where unseen objects or the uneven terrain can present tripping hazards. • Walk on sidewalks, not in the street.
	<ul style="list-style-type: none"> • Walk on the left side of the road, facing traffic if there are no sidewalks.
Treats	<p>To ensure a safe trick-or-treat outing, parents are urged to:</p> <ul style="list-style-type: none"> • Give children an early meal before going out. • Insist that treats be brought home for inspection before anything is eaten. • Wash fruit and slice into small pieces. • When in doubt, throw it out.

7 OCT 09

It's fire safety week

By Matthew Sturdevant
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In December 2008, three people died in a fire that started from a wall-mounted candle at Colonial Village at Tradewinds apartments in Hampton.

The fire started because a family used candles to illuminate their apartment after power had been turned off earlier that day. The power also shut off electricity to the hard-wired smoke detectors.

Fatal accidental fires are the worst-case scenario, fire officials say. But many household fires can be prevented, fire officials in Hampton and Newport News said. Firefighters in both cities have events for national fire safety week from Oct. 4-10.

In Newport News, the fire department is hosting a fire safety open house from 12-4 p.m. Saturday at the Oyster Point Fire Station, 635 Oyster Point Road. The free event includes a demonstration of hazards around households.

"The most common types of burn injuries are a result of fire or flame burns, scalds and contact burns," said Lisa King, public education and relations coordinator for Newport News Fire Department.

"When we take extra caution in our homes to ensure that the curling iron is out of a child's reach or pot handles are turned away from the edge of the stove, such injuries are entirely preventable," King said.

Both Newport News and Hampton have fire safety tips on their Web sites with a fire inspection checklist, a way to plan escapes, and tips for grilling and other fire-related activities in or near the home.

Hampton fire officials will canvass neighborhoods offering a free home-safety survey this month, Community Relations Officer Lt. Anthony Chittum said.

Fire safety tips

- Install and maintain smoke detectors.
- Plan and practice an escape in case of fire.
- Keep space heaters at least 3 feet from paper, curtains, furniture and other flammable material.
- Keeping cooking areas clear of combustible materials. Turn pot handles inward so children don't knock them off the stove. If grease catches fire, carefully slide a lid over the pan to smother the flames and turn off the burner.
- Keep matches away from children.
- Don't overload electrical outlets with many cords; and don't run cords under rugs.

HEALTH

Prevent the flu before it gets you

By Veronica Chufó
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NORFOLK — State Health Commissioner Karen Remley is waging war against H1N1.

Her timetable: to declare victory over the pandemic by Christmas.

"My goal is for everyone to be sick of hearing me talk about getting the vaccine by Thanksgiving," she said.

Remley visited Children's Hospital of the King's Daughters in Norfolk Friday while the hospital vaccinated employees against H1N1 and the seasonal flu. The issue is expected to become a major focus of the season, and suspected cases of H1N1 are already on the rise, Remley said.

CHKD received some of the first 165,200 doses of H1N1 vaccine that the state Department of Health ordered. That's just a drop in the bucket when you consider there are 7.7 million residents in Virginia, with 1.4 million of them school kids who are considered a priority for receiving the vaccine, she said.

The state will continue to order more as it becomes available from manufacturers.

"There will be plenty, but it takes a while to prime the pump," she said. The first shipment was sent to local health departments and hospital health-care workers. Physicians' offices were expected to start receiving the vaccine as early as Friday.

More than 3,200 sites across the state have expressed interest in providing H1N1 vaccinations. A list of vaccination sites is listed on the health department's Web site, www.vdh.state.va.us.



Doses of the nasal spray version of the H1N1 vaccine Friday at CHKD were available to CHKD workers. CHKD received 1,200 doses this week.

In the coming weeks, schools across the state anticipate offering school-based vaccination clinics as an easy way to vaccinate children, and children seem to handle the vaccine better when they're in a group rather than alone with their parents, Remley said.

The state has received the nasal spray variety of the H1N1 vaccine, made with a live, weakened virus. The nasal spray is not approved for pregnant women.

The state is "vaguely anticipating" the arrival of the shot variety of the vaccine, made from a killed virus, which is safe for pregnant women.

"Pregnant women are particularly susceptible to this virus," she said. Parents concerned about getting their babies vaccinated should know that studies have never proven a link between vaccinations and autism.

Flu guide

Do I have the flu?
Go to flu.gov and click on the "H1N1 Flu Self-Evaluation" button to answer a series of questions that could help you figure out whether you might have H1N1.

Where can I get the flu shot?
The seasonal flu vaccine is already available at pharmacies, grocery stores and stores that house pharmacies across the region, including CVS, Walgreens, Target and Kroger. Call the pharmacies for more information.

The H1N1 flu vaccine is trickling into the state over the next few weeks. Visit www.h1n1.virginia.gov for a list of sites that will offer vaccines.

What if I have questions about the vaccine?
Call 1-877-ASK-VDH3 or go to www.vdh.state.va.us to submit a question by e-mail.

ill, keep the child home from school until the fever is gone for 24 hours without the use of fever-reducing medications.

Most children will be able to separate from the flu without seeking medical attention.

"That keeps the practices able to focus on seeing kids that really need to be seen," Zartisky said.

EDUCATION

Schools to offer flu shots soon

School-based immunization clinics for H1N1 influenza in the Peninsula Health District are likely to start the week of Oct. 19, Peninsula Health District Director David Trump said Friday.

The Peninsula Health District covers Newport News, York County, Poquoson and Williamsburg-James City County. Shots given at schools will be free.

"The Peninsula Health District has been in close consultation and coordination with the four school systems we support," Trump said. "The details are not finalized, but we expect to start school-based clinics for H1N1 that week of the 19th."

Details are still being worked out. Information will be made available to parents through the schools and other outlets as plans are finalized, Trump said.

The health district just received its first amount of the vaccine, and is working to have plenty for the clinics, he added.

A Thursday's York County Council PTA meeting, York schools' Chief Operations Officer Carl James asked that PTAs seek volunteers to help. Both health care professionals and regular citizens are needed, and people interested in volunteering should contact their local school's PTA.

—Jennifer L. Williams
Daily Press

EDUCATION

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—Jennifer L. Williams
Daily Press

A good summary:

Issued By:

Emergency Response Team

H1N1 flu compared to a common cold

Know the Difference between Cold and H1N1 Flu Symptoms

Fever

Fever is rare with a cold.

Fever is usually present with the flu in up to 80% of all flu cases. A temperature of 100°F or higher for 3 to 4 days is associated with the flu.

Coughing

A hacking, productive (mucus-producing) cough is often present with a cold.

A non-productive (non-mucus producing) cough is usually present with the flu (sometimes referred to as dry cough).

Aches

Slight body aches and pains can be part of a cold.

Severe aches and pains are common with the flu.

Stuffy Nose

Stuffy nose is commonly present with a cold and typically resolves spontaneously within a week.

Stuffy nose is not commonly present with the flu.

Chills

Chills are uncommon with a cold.

60% of people who have the flu experience chills.

Tiredness

Tiredness is fairly mild with a cold.

Tiredness is moderate to severe with the flu.

Sneezing

Sneezing is commonly present with a cold.

Sneezing is not common with the flu.

Sudden Symptoms

Cold symptoms tend to develop over a few days.

The flu has a rapid onset within 3-6 hours. The flu hits hard and includes sudden symptoms like high fever, aches and pains.

Headache

A headache is fairly uncommon with a cold.

A headache is very common with the flu, present in 80% of flu cases.

Sore Throat

Sore throat is commonly present with a cold.

Sore throat is not commonly present with the flu.

Chest Discomfort

Chest discomfort is mild to moderate with a cold.

Chest discomfort is often severe with the flu.

The only way to stop the spread of the epidemic is to spread the awareness.

Risk Management

FLYING SAFELY

On the Record

/// NOVEMBER 2009 ///

The following are excerpts of official NTSB summaries of general aviation accidents in the continental United States.

Beech V35B Bonanza
Ravenna, Ohio
INJURIES: 2 Uninjured

The accident occurred during the first flight after all six engine cylinders had been replaced. The airplane had 65 gallons of fuel distributed evenly between the two fuel tanks and no fuel contamination was noted during a preflight inspection. The pilot verified proper engine operation prior to the takeoff roll. The engine lost power 500 to 600 feet above ground level during the initial climb after takeoff. An immediate forced landing was made to a cornfield southwest of the airport. The airplane contacted a tree before impacting nose first into the cornfield. The engine did not experience any hesitation, stumbling or interruption in operation during a post-accident engine test run. The engine demonstrated the ability to produce the rated horsepower.

> **PROBABLE CAUSE(S):** The loss of engine power for an undetermined reason. Contributing to the accident was the tree that the airplane impacted during the forced landing.

Temco GC-1B Swift
New Smyrna Beach, Florida
INJURIES: 1 Fatal

After it was purchased more than 2½ years prior, the airplane was flown to an airport, where it remained until the date of the accident, when the pilot intended to reposition the airplane to another airport. The airplane experienced a loss of engine power during the initial climb after takeoff, and the pilot attempted a forced landing. During the landing, the airplane "cart-wheeled" and impacted trees. The forward portion of the fuselage, forward of the main spar, was completely separated. Examination of the main fuel tank vent line revealed that it was completely obstructed by a "mud dauber" wasp nest. No other discrepancies with the engine or airframe were noted. The airplane had not been flown since its most recent annual inspection, which according to maintenance records was performed about eight months prior to the accident.

> **PROBABLE CAUSE(S):** A loss of engine power due to fuel starvation, which was the result of a blocked fuel tank vent. ✈

Grumman AA-5A Cheetah
Worthington, Kentucky
INJURIES: 1 Fatal

The pilot replaced the accident airplane's vacuum pump on the day of the accident. During the airplane's flight to a nearby airport, the engine lost the majority of its oil. At the destination airport, the engine was examined for the leak. According to witness statements, the vacuum pump had been installed incorrectly. The discrepancy was corrected and the pilot added 4 quarts of oil to the engine and attempted to return to his home airport; however, the engine overheated during the initial phase of the flight and the pilot returned to the departing airport. He purchased more engine oil, servicing the engine to the full level. Although several people suggested that the pilot have the engine further examined, he declined, saying that he had "get-home-itis." Once again the pilot took off for his home airport, but the engine lost all power during the initial climb. The pilot ditched the airplane in a nearby river in a flat attitude, where it submerged. Examination of the wreckage revealed that the No. 4 engine piston had separated from the crankshaft. The pilot did not hold an airframe and power plant certificate.

> **PROBABLE CAUSE(S):** The separation of the engine's No. 4 piston from the crankshaft for unidentified reasons and the pilot's continued operation with known equipment deficiencies.



THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Winds of Change by National HQ Safety Team

The new National Safety Officer, Colonel Robert Diduch, has received letters of congratulation and offers of assistance ever since the announcement of his appointment at the summer National convention in San Antonio. Although there are no earth-shattering changes planned that would completely alter CAP's path toward safety excellence, there are some gradual course adjustments that the membership will see concurrent with the changing seasons, as autumn overtakes summer.

The National Safety Team will embark on an effort to implement a Safety Management System (SMS) for Civil Air Patrol. This will be a long-term development and deployment that will see CAP safety reports and mishap data analysis catch up to similar aviation organizations. A hallmark of a SMS is a heavy reliance on data that is, in turn, used to help guide senior leader decisions across the enterprise; for example committing resources, developing training, partnering with other organizations and setting goals for the future. In the coming months, you might perceive more emphasis on data collection and relevant analysis to help reduce risk and support mission success; rest assured that this is not data collection for the sake of data collection. If a particular effort doesn't add value to the process, it will quickly be revised or dropped.

Col Diduch is assembling a team from around the country to serve on the National Safety Officer's staff. These volunteer opportunities will be announced and applications accepted once the positions are finalized and approved. Potential applicants should expect to serve from their home locations using e-mail, Internet and teleconferencing in the performance of their duties. Col Diduch hopes to assemble a team with current mission experience, who are welcome to remain active in their local units. However, demands of the National Safety program demand that selection preference be given to qualified personnel who are not burdened with multiple duty titles in their home units.



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The Sentinel — Civil Air Patrol's Safety Newsletter — September/October 2009

In addition to the National Safety Officer's staff, there are ad hoc committees established to tackle specific issues. We will occasionally solicit suggestions from the general membership. If you have safety ideas, we encourage you to go to your unit, group, wing or region safety officer. If you have an idea that might benefit CAP nation-wide, you can tell the CAP NHQ Safety team by going to *CAP Safety Suggestions* link on the left side of your eServices homepage. Remember to follow the chain of command even if responding directly to National HQ. Take a moment to courtesy copy your wing and/or region safety officers so they know what is going on in their units. Thanks for your support and get ready to tackle mishap prevention with a special emphasis in 2010!

Making Safety Work by National HQ Safety Team

Have you ever heard someone say, "make safety second nature?" That's a neat sound bite, but how do we accomplish this? What are the steps needed to produce a safety culture where being safe is second nature?

Safety can no longer be an afterthought or a separate program. If members are properly trained and exercise the discipline to perform their tasks properly and professionally, then safety (i.e., the lack of mishaps) will naturally follow. Let's begin FY10 by not wringing our hands over "being safe" and concentrate on analyzing tasks and performing them properly. Take pride in your work and doing your duty right the first time. Don't worry about being the first done, or doing your job fast. Focus on displaying a sense of urgency (when appropriate) while completing the task thoroughly.

Let's use a simple example. We all know that it is "safe" to wear safety belts when operating a motor vehicle. But when buckling up is simply viewed as a safe thing to do, then safety is an afterthought. If buckling the safety belt is taught as part of the vehicle operator's checklist, and that part of being a respected, professional driver is to properly operate the vehicle, then safety has been integrated into that task. You can draw that analogy to any task and any corresponding "safety" tip out there...flying an aircraft, rearranging squadron furniture, pitching a tent, etc.

There's one more thought about how we look at regulations and safety assessments. In the past, some people have decided that a regulation is inconvenient and that performing a risk assessment (using Operational Risk Management, or ORM) can provide a workaround. That's not the case. ORM is supposed to fill gaps in existing regulations and guidance. Look at laws, regulations and policies as pre-packaged risk assessments. If CAPR 77-1 states that cadets will NOT ride ATVs and CAPR 60-1 states that experimental aircraft will not be employed in CAP operations, then

someone has already performed a risk assessment and determined that these things present unacceptable hazards to our members. So always remember that ORM is not a substitute for the "regs"; it is an extra tool to assist in evaluating situations, which are not specifically addressed in directives we are honor-bound to obey.

So here is the bottom line: We integrate safety into our operations by shifting focus to proper training and pride in doing the job right the first time, every time. We obey the law and CAP regulations without fail. Finally, we use ORM to address those situations that are not specifically covered in our task training and in the "regs." If we do all this, then "safety" and mission success will naturally result.