



The Safety Beacon is for informational purposes. Unit safety officers are encouraged to use the articles in the Beacon as topics for their monthly safety briefings and discussions. Members may also go to LMS, read the Beacon, and take a quiz to receive credit for monthly safety education.

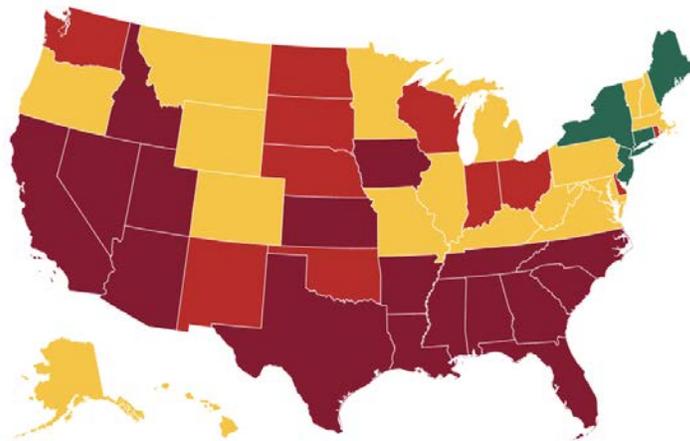
July 2020

COVID-19 Awareness

Don't Let Your Guard Down

George Vogt, CAP/SE

The COVID-19 crisis continues, with a rise in cases and deaths being reported throughout the country. As we applaud our members and the COVID response missions they are performing, everyone is reminded that the risk is real and all our members should be aggressively practicing the risk controls recommended by the CDC ... wear a face mask, wash hands frequently, maintain social distancing from others, avoid large gatherings. Your goals are to avoid your own exposure to the virus, and to ensure you are not spreading the virus in the remote case that you have been exposed but aren't showing any symptoms. ALL the recommended risk controls must be practiced together to be fully effective. One of the key principles of risk management is that multiple risk controls are stronger when implemented together and this is a perfect example.



The map to the left is from a website called covidexitstrategy.org. Our National CAP COVID-19 Team monitors this website, as well as covidactnow.org and many others to make risk-based decisions on how to best guide CAP activities and missions during this crisis.

As members, we can also arm ourselves with the facts about the crisis by monitoring these websites, reputable sources like the CDC, and our own frequently updated [CAP COVID-19 Information](#) webpages.



Stay informed, follow all the recommended risk controls, and stay well.

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See important safety alert on hand sanitizers ... page 4

Are You Gonna Use a Spotter?

George Vogt, CAP Chief of Safety

With more than a thousand vehicles in the CAP fleet, we are bound to see occasional minor mishaps resulting in dings, scrapes, bends, scratches and cracks. When we review the vehicle mishaps in SIRS, the ones that frustrate us the most are the ones where drivers aren't making use of all the available risk controls to prevent those minor scrapes. These are the ones that are easiest to prevent.



One of the more common types of mishaps occurs when large vehicles like vans are put into motion and hit something ... a light pole, a fence post, a barrier, another car, etc. Whenever we do a mishap review, we try to determine "why" this happened so we can address that contributing factor. In the majority of these the driver says they didn't see the object. If that's the case, what can we do to make sure the driver is aware of all the things around their van? What's a good risk control? How about a spotter?

I saw one review that said the driver didn't use a spotter because they "weren't backing up" so it wasn't "required." Sure enough, CAPR 77-1 only talks about using a spotter when it talks about backing up. And even then, a spotter isn't strictly required. It is, admittedly, not written too clearly.

Let me say this clearly ... its' an important point. We don't use a spotter because it says so in the regulation. We use a spotter to make sure we don't hit anything!

When you are parking a vehicle, or maneuvering in a parking lot, or backing out of a driveway your mission is to move the vehicle to its new location *without hitting anything*. That means you are responsible for figuring out the risk controls that will reduce the risk of hitting something.

Is there another member there? Use them as a spotter...even if you're not backing. Make sure you can see them in your mirror and your window is down so you can hear them yell "STOP!"

No one else there? Walk around your vehicle and look for anything that *might* get in the way. Come up with a plan on how you're going to miss it. Move the vehicle a little then check again if you need to.



Concentrate. Remember, your job at that moment is to avoid hitting something. Let that be your sole focus. No cell phones. No chatting.

This article is a bit tongue-in-cheek, but also quite serious. "You've got one job....!" Ask yourself, "what can go wrong, and what am I doing to keep that from happening?" That is risk management.

Wouldn't it be a neat idea for the squadron to go out in a big empty parking lot, put up some orange safety cones, and practice your spotter techniques?

Note: All the pictures on this page involve vans that were moved forward (not backing) and pulled into the big object you see in the picture ... something the driver "didn't see." No spotters were used, even though they were available. The drivers didn't look around to see what was there. Do you see an improvement opportunity?

NSOC 2020!

The new virtual online NSOC 2020 is scheduled to begin on August 19. The course will run for about 2 ½ months with webinars, reading assignments, exercises, and projects. Graduates will become experts in the new CAP SMS style safety program, and be prepared to lead and mentor other members in CAP safety.

Wing and region directors of safety are required to attend the course, in accordance with CAPR 160-1. We are also opening slots for region and wing commanders, and safety officers who are actively pursuing their master ratings in the safety specialty track. Members who are eligible have already received invitations. The total number of slots will be capped to ensure a positive experience for the students, but we will plan on conducting the virtual NSOC every year going forward.

NSOC2020@capnhq.gov

Reach out, connect, network, and learn...
... all from the comfort and safety of your own home!



The 2020 CAP National Conference will be a virtual event. Check out all the details, peruse the schedule, and register by going to the [CAP National Conference Website !](#)

There will be non-stop learning opportunities. Looking for Safety stuff?

- 1600 Friday, Aug 14: Common questions about conducting a mishap review
- 1200 Saturday; Aug 15: The keys to performing a better risk assessment

See ya there!



Don't forget our CAP Safety Facebook Group!
Growing fast, it's a great way to stay in touch with CAP Safety and chat with your fellow CAP Safety Officers!

Safety Alert

Dangers of Methanol-based Hand Sanitizers

NOTE: The following was offered by Capt Gerry Creager, the OKWG Health Services Officer. Capt Creager works with CAP's National COVID-19 response team.

Bottom Line Warning!

The US Food and Drug Administration has issued a warning to consumers and health care providers concerning hand sanitizer products labeled as containing ethyl alcohol/ethanol, but which are actually made with methanol. Methanol is potentially toxic when ingested or absorbed through the skin, and can lead to blindness, hospitalizations, and other life-threatening complications.

Background

Alcohol Based Hand Sanitizers or Rubs (ABHSR) have grown in importance with the COVID-19 pandemic, where one of the predominant pieces of advice to mitigate the spread of the disease is to either wash your hands for 20 seconds in soap and water, or if unable, to use a sanitizer solution for 20 seconds, and then let the solution air dry. The Centers for Disease Control has determined that ABHSR with at least 60% ethanol by volume will denature the lipid envelope of the SARS-CoV-2 coronavirus exposing and destroying the internal RNA strand.

In June 2020, CDC working with the New Mexico Department of Health and New Mexico Poison and Drug Information Center confirmed serious adverse health events that occurred in seven patients supposedly by ingestion (swallowing). Several deaths resulted from this outbreak; one was permanently blinded. Two others are still critically ill. In addition, six patients in Arizona were similarly stricken.

All of these cases were attributed to ingesting the ABHSR solution, but it is worth noting that repeated topical use (use on the skin without swallowing the solution) can result in significant quantities of methanol being absorbed through the skin and can lead to similar medical issues.

The majority of commercial ABHSR are manufactured with ethanol or isopropanol, both of which are safe and effective. However, several manufacturers from Mexico (at least so far) have substituted methanol in their solutions.

The latest FDA update, as well as FDA testing and manufacturer/distributor recall information may be found at: https://www.fda.gov/drugs/drug-safety-and-availability/fda-updates-hand-sanitizers-methanol?deliveryName=USCDC_511-DM32443

IF You believe you have been in contact with a methanol-based hand sanitizer, seek care immediately from your healthcare provider or an emergency room. Take the bottle of the product with you for assay. To reiterate, the potential outcomes of ingestion or absorption are severe and life-threatening.

REFERENCE: <https://emergency.cdc.gov/han/2020/han00434.asp>