

# THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

## Mission Safety Hazards By Lt. Col Dennis Pearson, NCR/HSO

When units provide hazard training encountered by members during SAR/DR operations, usually only the most commonly encountered hazards are reviewed. Environmental hazards covered are sunburn, heat cramps, heat exhaustion, heat stroke, frost bite, hypothermia, and cold immersion injury. Also, poisonous plants include poison ivy, sumac, and oak. Other common topics include creatures that can cause problems for us, such as poisonous snakes, spiders, and insect bites and stings.

In many real SAR/DR operations, we frequently find there is no power, running water, or flush toilet facilities for days. Prevention instruction, therefore, should include providing safe drinking water, food safety, waste disposal, controlling insects/vectors, human waste disposal, and decontamination.

Other disaster/SAR hazards to train for are: Rocky Mountain Spotted Fever, Lyme Disease, Southern Tick-Associated Rash Illness (STAR), human Ehrlichiosis, hantavirus (HPS), chiggers, arboviral encephalitides, which include West Nile Virus, and Eastern Equine Encephalitis, Giardiasis, fire/red ants, tularemia, nettles; and working around mold, asbestos, and silica. Also, instructions on tetanus, meningitis, hepatitis, and tuberculosis (TB) should be included.

We also have high risk searches in forest areas, with grassland fires, encountering hunters, poachers, drug dealers, and growers, encountering wild, angry, and disoriented animals, unexploded ordinance around military installations, and searching on private property of angry owners. What is the procedure when someone starts shooting in the area? Could there be booby traps?

In addition, rescuer hazards from generator use, carbon monoxide poisoning, working around/with human and animal remains, air pollution, lacerations from jagged materials and saws, electrocution from downed power lines, and falls from climbing on debris are topics for review.



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Members with allergies and asthma most likely will experience more problems. Will they be prepared? Will you know what to do to assist your buddy?

Prior to departing home base, the best way to monitor individuals is to establish the buddy system. Each person can watch a buddy for signs and symptoms of illness, stress, and injury. By reporting problems early, while the affected person usually denies a problem, treatment can occur before situations become more complicated. The Medical Officer and the Mission Safety Officer, therefore, have widespread monitoring of health concerns and hazards within their area of responsibility.

Are your immunizations current? Disaster relief workers should have the pneumonia and influenza vaccines. Tetanus and diphtheria toxoid booster should be taken within ten years. Have you had your three HBV shots? They should be taken at least six months before responding to a major disaster situation. Have you been tested for TB? HAV and meningococcal vaccines may be required in certain areas, but because of low-risk in the U.S., these vaccines may not be needed. Check with your health department before deploying.

Did you bring a travel health kit with enough medicine, and a spare prescription for the time you will be on the mission? Did you bring ear plugs, durable gloves, steel-toed boots, protective glasses or goggles, surgical and respirator masks, an insect bed net, insect repellent with at least 50% DEET, plenty of sunscreen with at least >15 SPF, alcohol-based hand cleaners, lubricating eye drops, and plenty of non-latex gloves in your size? While not all risks are applicable in most situations, risk training and awareness in our education processes can be vital. Be informed, be prepared, and be healthy.

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## **The Safety Newsletter Changes Its Name** By the National HQ Safety Team

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The Champion of the "Rename the Safety Newsletter" goes to Maj Robert Kelly from Anchorage, Alaska (PCR-AK-015) and 2<sup>nd</sup> Lt Catherine French from Wichita, KS (NCR-KS-125), for their submission of "The Safety Beacon." All aircraft have them and as Maj Kelly put it, "If the prop is spinning, the beacon is flashing." This also represents the beacons of towers, the beacons used to be rescued, and beacons on the water. Beacons are often used as a safety tool and the Safety Beacon appropriately captures air and ground and what we do for CAP.

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## **Cadet Orientation Rides** By the National Safety Team, with emphasis from Maj Gen Amy Courter

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When flying cadets on orientation flights, there are a number of checks that have to be done to the aircraft, training that has to be received by the pilot, and certain safety checks that have to be performed by the command staff to ensure the top quality of our crews and the safety of our special cargo, human life.

There are briefings that have to occur, in fact, a flying syllabus that must be followed. There are limits that are in place and restrictions that cannot be broken.

The simple theme is compliance. Stay away from the "don'ts" and bring quality of the cadet experience with the "do's." Here are some of those "Don'ts" and "Do's":

- DON'T allow cadets to touch the controls below 1000 ft Above Ground Level (AGL).
  - DO allow cadets to touch the controls as much as possible once at the appropriate altitude.
- DON'T exceed 30 degrees of bank while in an aircraft.
  - DO demonstrate turns with proper coordination and technique.
- DON'T try to make your cadet air sick.
  - DO explain the physiological effects of flying and put your cadets at ease.
- DON'T vary from the flight syllabus (CAPP 52-7).
  - DO encourage cadets to perform maneuvers in the syllabus while in flight and to read ahead for their next flight.

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## **Mishaps** By Members of the Civil Air Patrol Nationwide

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The following are real-life events and mishaps based upon true stories. Names of members and other identifying information have been removed, and resemblances of these events that may have occurred in a CAP unit near you are likely coincidence. You have asked for this, so here it is. Please be positive and learn from each other. These are events you may not want to repeat.

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### Vehicle

- Backing up van came in contact with fence.
- While backing van out of the hangar, tail light lens impacted.
- Van impacted vehicle in the next parking space.

### Bodily Injury

- Cadet complained of shortness of breath during PT run, possible heat injury.
- Cadet rolled ankle while participating in drill and ceremonies exercise.
- Cadet injured knee running through a plowed field.

- Cadet twisted ankle while playing volleyball.
- Cadet cut finger with a pocket knife.
- Senior member treated in ER for dehydration.

### Aircraft

- Pilot felt engine was not achieving full power in climbout and aborted takeoff.
- While pulling an aircraft out of the hangar, the beacon light caught the hangar door.
- Struck rudder on another aircraft while putting the aircraft back into the hangar.
- Wing tip strobe light broken. Found near a ground vehicle parked next to the aircraft's taxi route.
- Birdstrike, bird lodged into intake air filter.
- Tail strike during pilot training while landing.
- Birdstrike at an altitude of 2200 AGL (Above Ground Level).
- During taxi, pilot tried to avoid a chock left on the ground and struck wingtip into a building.

Here is a common thread to the incidents that have not been published because they are under review:

Vehicle Damage – Backing Up. This seems to continue to be the highest risk area when operating CAP vehicles. This one wins the triple crown for the third month in a row.

What is the best practice? Use a spotter for all movement activities in reverse. Do not back up in traffic and park "out" in parking lots to facilitate driving forward when leaving from a parked location. If you drop off a member and then proceed to back up and strike an object, you will be asked why you didn't ask the member to spot you.

Bodily Injury – Cadets fainting, knee and ankle twisting injuries.

What is the best practice? ORM must be accomplished on the activity and the location. Physical training risks need to be assessed to ensure the area that the task will be completed in has been walked and is hazard free. Cadets need to be briefed on how to stand with knees bent while in formations and parade field drill and ceremonies should be planned in the cooler temperatures of early morning or late evening to avoid being outside during the hottest times of the day. Add 10 degree F to the reported temperature for any work done on paved or cement surfaces areas. Stay hydrated and plan frequent water breaks. Eat a balanced breakfast.

[Aircraft Events](#) - Birdstrikes. What is the best practice? Briefing bird awareness and using the online birdstrike tool provided by the U.S. Air Force can help with awareness of where those little aviators are flying. An increase in bird awareness as the young fleet starts to launch with its new wings is necessary. Here is a great picture why. You can find the U.S. Air Force avian advisory link at [www.capmembers.com](http://www.capmembers.com) in the safety section under other resources to be used as a best practice.



These best practices are not all inclusive. If you have a best practice, please post it in the safety suggestion tool within 'eServices.' Thank you for sharing your experiences.

## Driving Distractions

Have you ever been driving down the road and been cut off from a driver, only to pass them to see them eating a cheeseburger, talking on their cell phone, or putting on make-up?



Distractions in the 'cockpit' of your personal vehicle and in a CAP corporate vehicle can be common and as simple as changing the radio station. As we roll into summer, pun intended, there is an increase in motorcycle traffic, children riding bicycles, and pedestrians along the side of roadways.

CAP currently does not have a regulation on the use of cell phones in corporately owned vehicles or in personal vehicles when approved for mission utilization. It is highly encouraged that cell phone use, texting, eating, or any other task that distracts the driver from driving the vehicle should not be done. The risks on the road demand your expert attention and your most precious cargo, human life, depends on your undistracted skill to respond.

## Hear Our Thoughts, Hear Our Experiences By Members of the Civil Air Patrol Nationwide

Here are some of the words of wisdom often overlooked in our daily lives. Complacency can slide into our world in simple ways that we miss in the hustle and bustle of daily life. Thank you for your submissions. If you have a practice or safety awareness topic to share, the instructions are in the January 2010 "Sentinel" for your reference. Keep in mind these are ideas, not CAP policy.

Robert K Kelly Jr	AK-015	April 2010	Safety is a value, not a priority. Priorities have a tendency to change depending on the circumstances, but values are held true.
Samuel P Nitka	CO-179	April 2010	Operational Risk Management (ORM) tests generally are not required; however they do help your understanding of safety and safety regulations. All levels of ORM cover a lot of safety information that I find valuable. Stay safe out there!

Andrew S Honigman	MO-149	April 2010	Make sure to use bug spray if you are doing any outdoor activities to protect yourself from any bug-born diseases.
Stormy F Lamantia	PA-125	April 2010	When there is a thunderstorm or lightning, be sure to stay away from a window when you are in the house and if you out camping or hiking, stay away from being under a tree when lightning strikes.
Duane B Filkins	KS-061	April 2010	As warmer weather approaches, make sure you are staying properly hydrated. Avoid excessive amounts of caffeinated and sugar laden drinks, as "energy drinks" are loaded with both. We cannot help others if we are not properly prepared ourselves.
Aaron E Gerry	MO-149	April 2010	Cadets and Senior members should always make sure the floor or surface they are walking on is safe, stable, and has no hazardous liquids on it.
James R Bedient	HI-009	April 2010	In this month's Sentinel, I saw several incidents involving vehicle backing. When I was on the fire department in Virginia, the chief instituted a hard-and-fast rule: NO backing of department equipment without a ground guide behind the vehicle. Ever. If you were driving a vehicle alone (which rarely happened, fire equipment is, of course, usually operated with two or more people on board), you'd go into the station and get someone to come out and back you into the bay. It became ingrained into our culture and was complied with or a driver would lose his driving privileges. I suggest a similar edict by Wing commanders to eliminate this problem.
Andrew B Felix	MD-011	April 2010	Prohibit use of cell phones for talking or texting while operating CAP vehicles. Use of hands-free devices also should be prohibited.
Robert L McGillem	IN-123	April 2010	Do not try to cross a flooded road or stream in your vehicle. Most vehicles will be swept away by less than two feet of running water.
Barbara M McGillem	IN-123	April 2010	Never overload an extension cord as that could cause a fire. Check the rating labels on the cords and the appliance. If necessary, upgrade to a higher-rated cord.
Charles D Bustetter	TN-004	April 2010	Safety must be part of the culture of an organization for it to be successful. But, due to the diverse background from which our membership comes, many people do not think naturally of safety issues because thinking safety does not come naturally. Thinking about safety is something that comes with experience, either through experiences of others or our own. However, none of us wants another person to have to gain experience of safety issues through "experience of the school of hard knocks." Keeping safety consistently on a person's mind without having to refer or relate to esoteric processes is the key to embedding safety in the culture. One simple way to remember is: "SAFETY DOES NOT HAVE TO HAPPEN BY ACCIDENT."
Sherry McManus	MD-140	April 2010	When flying over water, be sure you have all the proper safety equipment on board. Be sure your life jackets have been certified for use. Also, check your survival kit. Make sure the items in the kit are current and not expired. There isn't anything like having a flare on board that won't light when needed because it is passed its expiration date! Who wants to eat a MRE that has been in a kit for 10 years!
John M Brendel	IL-205	April 2010	Complete a post-flight inspection after each flight. Correcting an item immediately will keep the next aircrew safer and will help to maintain mission readiness.

Patricia A Kidd-Jordan	IN-123	April 2010	Driving drunk? They'll getcha. Here are some tips to make sure you, your passengers and other motorists stay safe and out of jail: a) Always designate a sober driver before drinking. b) Do not drive your vehicle if you've been drinking alcohol. Call a taxi or a sober friend. c) Never let friends drive impaired. Take their keys. d) If you host a party, always offer non-alcoholic drinks. Make sure all your guests leave with a sober driver. e) Never provide alcohol to anyone younger than 21. f) Call 911 to report impaired drivers. Describe the vehicle and direction of travel.
Andrea M Clark	WA-049	April 2010	Be aware of your surroundings at all times, especially if you are alone. Don't make yourself vulnerable by walking around late at night by yourself.

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## A picture is worth a 1000 words!

To fly or not to fly? That is the question.




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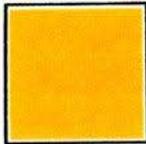
## Until Next Month

Discover, report, stop, share, listen, and learn. The things we have read about in this issue have already 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.



## *The Pee Chart*

### How dehydrated are you?

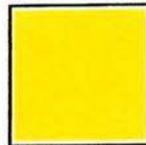


#### **(Highly Dehydrated)**

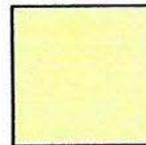
**Go drink a large bottle of water immediately!!!**



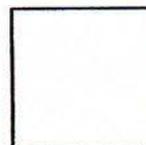
**You are still seriously dehydrated. Drinking more now will make you feel a lot better.**



**Moderately dehydrated. You lose fluid on a regular basis throughout the day. Drink more water to get hydrated.**



**Almost there. Get some more water in your system to help flush all those toxins from your body. Stay hydrated and healthy!**



**Great job. Now don't let yourself get dehydrated. Drink at least 8-12 large glasses of water throughout the day.**

**\*Caffeinated drinks dehydrate - limit your consumption.**

**\*Sport drinks can provide supplementary electrolytes, but  
Water is the Key!**

**Drink one sport drink for every three to four bottles of water. Don't wait to get thirsty. If you're thirsty, you're a quart low.**