



Safety Beacon



Official Safety Newsletter Of The Civil Air Patrol

April 2011



NOAA

NATIONAL OCEANIC AND
ATMOSPHERIC ADMINISTRATION
UNITED STATES DEPARTMENT OF COMMERCE

FEMA, NOAA, and Partners Encourage U.S. Residents to Prepare for Springtime Flooding

BEACON NEWSLETTER TEAM

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Severe Flooding
(credit NOAA)

FEMA and NOAA's National Weather Service are providing tips and information to help individuals and families prepare for flooding dangers during the week and throughout the spring season. The resources can be accessed online at the Flood Safety Awareness Week landing page.

"As the nation's most common and expensive natural disaster, floods can strike virtually every community," said FEMA Administrator Craig Fugate. "We're encouraging individuals and families to take a few simple steps to protect themselves and their property. These include learning about their risk of flooding, having an emergency preparedness kit, storing important documents in a safe place and considering the purchase of flood insurance. Most homeowners insurance policies don't cover flooding, and most policies take 30 days to go into effect so it's important to act now."

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Floods do more than damage property; they can also threaten lives if safety precautions are not followed. "Floods occur somewhere in the United States or its territories nearly every day of the year, killing nearly 100 people on average annually, and causing damage in the billions of dollars," said Jack Hayes, PH.D., director of the National Weather Service. "Awareness, preparedness and action are the key ingredients to protecting lives and property when floods threaten. One essential safety tip is never cross a road that is covered by water. Remember, Turn Around, Don't Drown."

According to the National Weather Service, more deaths occur due to flooding each year than from any other severe weather related hazard. The main reason is people underestimate the force and power of water. All areas of the country can be at risk for flooding and when such conditions are forecast, important information and life-saving alerts are available online.

More than half of all flood-related deaths result from vehicles being swept downstream. Remember, flash flooding can take only a few minutes to a few hours to develop. Be prepared to take detours and adjust your route due to road closures if there is standing water. As little as six inches of water may cause you to lose control of your vehicle. Flood water may be much deeper than it appears as the roadbed may be washed out. Be especially cautious at night when it is harder to recognize flood dangers.

In most cases, standard homeowner's insurance policies don't cover flood damages. FEMA's National Flood Insurance Program makes flood insurance available to renters, homeowners and business owners through thousands of insurance agents located in nearly 21,000 communities around the nation. Flood coverage can be purchased for properties both in, and outside of, the highest risk areas but should be considered regardless of where you live since 20 percent of all flood insurance claims come from moderate-to-low-risk areas.

The average cost of a policy is \$570 a year, and Preferred Risk Policies outside of Special Flood Hazard Areas can be as low as \$129 a year. Individuals can learn more about seasonal flood risks and what to do to prepare by visiting FEMA's FloodSmart.gov website, or by calling 1-800-427-2419.

FEMA's mission is to support our citizens and first responders to ensure that as a nation we work together to build, sustain, and improve our capability to prepare for, protect against, respond to, recover from, and mitigate all hazards.

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources. Visit us on Facebook.



(credit NOAA)



(credit NOAA)



Col Robert Diduch, CAP

"All members should put their best foot forward and not only think safe but be safe"

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Message From The National Safety OFFICER

NATIONAL SAFETY OFFICER COLLEGE POSTPONED

As you are all probably aware by now, the proposed Safety Officers College that was to be held at Kirkland AFB in June has been postponed.

Due to continuing delays in CAP receiving its Federal funding for FY11 and the uncertainty of the final outcome of the budgeting process, the CAP Safety Officer College, which was scheduled for 6-10 June 2011, has been postponed.

Coordination with the U.S. Air Force Safety Center is underway to allow for CAP to present the CAP Safety Officer College to the members in 2012. Once those dates are locked in, additional information will immediately be provided.

Folks,

Civil Air Patrol is continuing its effort to improve its safety culture for all participating members.

To participate in any CAP activity, a member must be compliant in accordance with the current policy of CAP. This will take everyone's effort to bring awareness to the forefront. The current policy can be viewed in CAPR 62-1, which is now posted on the web.

There are a multitude of options available for CAP members to ensure their monthly safety education compliance. Options include the following:

ONLINE COMPUTER BASED SAFETY EDUCATION: Please sign-in to eServices. On the left side, in the lower area of the "My Favorites" column will be a section entitled "Online Safety Education". Click on it; a number of safety course titles will appear; click on a title; and, begin a course. When the course has been successfully completed, please make sure to follow all of the directions to ensure course credit. The individual's safety education report will be displayed in the lower section of the page. This can be checked often to ensure compliance. This method will provide CAP members automatic accreditation for the courses that are completed. Safety education is once per month; do not take all the courses at once.

Safety is important and should be an integrated value of how we operated in our day-to-day mission and being prepared, ahead of time, is the foundation for CAP's motto, "Semper Vigilans" - Always Vigilant.

As always, your cooperation is appreciated.

Col Robert Diduch
 National Safety Officer



CIVIL AIR PATROL

United States Air Force Auxiliary

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10 March 2011

MEMORANDUM FOR ALL UNIT COMMANDERS

SUBJECT: Shuttle Run Event in the Cadet Physical Fitness Test

1. In the past year we've seen a higher than average trend of cadet injuries arising from the shuttle run event in the cadet physical fitness test (CPFT). Because the President's Council on Physical Fitness and Sports (which publishes guidelines for the Presidents' Challenge / CPFT) has not seen a similar rate of injury in the shuttle run, we're hopeful that we can reverse this trend by paying closer attention to the event's rules and safety considerations.
2. Safety Guidelines for the Shuttle Run.
 - a. Floor Surface. Cadets should participate in the shuttle run on a sports surface such as an indoor or outdoor track, basketball court, or tennis court. If a sports surface is not available, a wood or vinyl tile floor may be used. It is important that the floor be clear of dirt, water, or other elements. Never conduct the shuttle run on a carpeted floor.
 - b. Footwear. Cadets must wear sneakers / running shoes. Other footwear is not permitted.
 - c. Slip Prevention. Local leaders need to be mindful that sweat can accumulate on the floor surface. Towels or dry mops should be used to wipe-up wet spots between runs.
 - d. Ergonomics. The shuttle run involves lots of twisting and bending. As always, if a cadet has an injury, he or she can be assigned to CPFT Category II and essentially waived from the run (see CAPR 52-16, paragraph 2-12).
 - e. Warm-Up. Cold muscles are prone to injury. Therefore, cadets should warm up properly. We recommend cadets walk briskly and then jog for about 5-10 minutes before beginning their shuttle run or mile run.
 - f. Video Instruction. Visual learners will want to see the shuttle run in action before attempting the event. A helpful video is available at www.capmembers.com/shuttlerun.
3. If you've noticed any special techniques or habits that keep cadets safe during the shuttle run, please let us know by emailing cadets@capnhq.gov. Thank you.

A handwritten signature in blue ink that reads "Curt LaFond".

CURT LAFOND
Deputy Director for Cadet Programs

Sample Pilot Briefing

Original Source NY Wing Pilot Briefing, March 2011

Purpose

- The purpose of this briefing is to raise the conscious level of all pilots in New York wing to items identified in aircraft incidents as being causal or contributors
- This briefing, and verification of receipt and understanding by each pilot is mandatory and must be accomplished no later than 15 Apr 2011 to maintain flight privilege in CAP aircraft after this date
- Pilots not current during this period and desiring to become current must be briefed prior to and verified as part of the check ride
- Groups will hold one or more meetings to specifically give this briefing and report attendees and their comprehension to NYW/DO

Use of Checklists

- Use of checklists for CAP flights is required by our regulation
 - Before starting engine and starting engine
 - Before takeoff
 - Before landing
 - Landing
 - After landing
 - Process will be: read, identify control or instrument, set or check, verify
- Line by line use of all checklist is recommended and a line by line review of all other checklists is the minimum acceptable performance
- Emergency procedures and checklists must be in your head and read from the checklist if another crew member on board

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Tire Pressure

- Proper tire inflation is important to the aircraft performance on the ground (take off distance) and critical to the ability of the tires to withstand load factors imposed during landing
- Tire pressure changes approximately 1 psi for every 10 degrees of tire temperature
- Over time, tires loose pressure as a natural phenomenon
- Under inflated tires cause excessive flexing of the sidewalls and potential rollover with any side loading
- Under extreme cases the tire bead may separate from the rim with a near instant flat
- Directional control on the ground may be difficult with one tire under/over pressure and nearly, to perhaps impossible, if one flat and significant forward momentum
- Landing technique with minimal side loading and gentle set down is more critical if tires are not properly inflated

Tire Pressure Checks in NYW

- An operating instruction is in process to require. All tire pressures will be checked with a gauge within 7 days of any flight or any time inflation appears questionable
 - Tires will be within or adjusted to within 10% of the values on the front of the aircraft information file
 - Actual pressures will be recorded on the form which will be the first page in every aircraft binder
 - Flight will not be initiated if the above conditions are not met

Weight and Balance

- Not all aircraft have a single gross weight
- Some allow extra for taxi –C182 and C206
- Some have different takeoff and landing weights –C182
- C182's have a gross landing weight that is 150 pounds less than gross take off 150 pounds of fuel is 25 gallons of avgas –two hours at normal cruise
- Landing over weight adds stress to the aircraft structure and those improperly inflated tires

In the Air

- Establish cruise settings for RPM, also MP for constant speed props
- Lean engine per POH
- Look for traffic and birds, check the gauges
- CAP aircraft cruise rich of peak, typically 50 degrees Fahrenheit
- Look for traffic and birds, check the gauges
- Do not exceed 75% cruise power, less than 55% not recommended in most POH's
- Look for traffic and birds, check the gauges
- Check weather ahead
- Look for traffic and birds, check the gauges
- Prepare for the landing –checklist time

FAA Safety Team | Safer Skies Through Education

Quit Pushing!

Notice Number: NOTC2674

Landing Safety Tip

During the landing roll, wheel barrowing can occur if you touch down on the main wheels and the nose wheel simultaneously while holding excessive speed, and then add forward pressure to the yoke. Wheel barrowing will not occur if the pilot maintains the correct speed, and touches down main wheels first, then gently lowers the nose wheel.

In nose wheel airplanes, a ground loop is almost always a result of wheel barrowing. The pilot must be aware that even though the nose wheel-type airplane is less prone to ground looping, virtually every type of airplane, including large multiengine airplanes, can be made to ground loop when sufficiently mishandled.

DISTRACTION AT A PREMIUM

THE DANGERS OF DISTRACTED DRIVING

by Maj Manuel Ceja, NYCG SE, Safety Beacon Team

*H*ere's the scenario: Sixteen-year-old Ashley has just obtained her driver's permit and she is about to go out with the family sedan for her first drive alone. As she pulls out of the driveway, she turns on the radio but is annoyed that she can't find her favorite radio station. After several minutes of looking up at the road and down at the radio to change channels, she finally finds the station. She's compelled to inform her best friend about the great news so she looks around to see if there are any police cars nearby. She sees none so she pulls out her cellphone and dials her friend. After several minutes of talking on the phone while driving she decides to text her other best friend and doesn't notice the white car coming down the street. As she passes the other car, it immediately makes a U-turn and follows her and she is startled when the vehicle behind her immediately blares its siren. She looks up and now notices that the other vehicle is a police vehicle. She ends up losing her driver's permit for a year, paying a \$100.00 fine and has to retake her driver's exam.

This scenario could have been worse. But the outcome could have been avoided if Ashley had just engaged in responsible driving by avoiding any distractions. Distracted driving is of great concern for parents, lawmakers, law enforcement, and the driving public in general. Every year, distracted drivers cause numerous accidents leading to property damage, injuries, and death. Distracted driving is defined as performing any type of non-driving activity in which the primary task of driving is delegated to a secondary role. According to the US Department of Transportation there are 3 main types of distractions:

- **Visual Distractions** – taking your eyes off the road
- **Manual Distractions** – taking your hands off the wheel
- **Cognitive Distractions** – taking your mind off driving



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Besides talking on the phone and texting, other activities such as programming a GPS, looking at maps or reading directions, tuning the radio, using other handheld devices, talking to friends in the car, or eating and grooming while driving can cause different types of distractions.

Even using Bluetooth-enabled cell phones can cause some degree of distraction because the act of talking to someone decreases your concentration on what you're doing.



However, texting seems to be the most dangerous because it involves all three types of distractions. In a study by the US Department of Transportation, the age group with the greatest percentage of distracted drivers involved in accidents was the under-20 age group. Remember in CAP, one-half of our membership are cadets and some of them are driving now. So it is imperative that, as an organization with a strong safety culture, we impart to all of our members and especially to our cadets that distracted driving should be taken seriously. Besides the risk of being involved in a serious accident, distracted drivers are at risk of monetary fines, increased insurance rates, and loss of driving privileges. In my home state of New York, drivers engaged in talking on the phone or texting face a maximum fine of \$150 and 2 points on their license. Laws vary by state so check your states laws concerning texting and engaging in a phone conversation while driving. Commercial truck and bus drivers are subject to a federal ban on texting while driving and the penalties are even worse as they can face civil and criminal fines up to \$2,750. To learn more about distracted driving, go to www.distraction.gov and see the videos about families whose lives have been forever changed because of distracted driving. If you find yourself having to call or text because of business or urgency, best to pull off the road in a safe place to take care of the call. Better to take a few extra minutes and arrive safely and without incident at your destination.

Safe Driving!

Tire Maintenance and Safety



www.rma.org

Proper tire care and safety is simple and easy. The Rubber Manufacturers Association (RMA) recommends getting in the habit of taking five minutes every month to check your tires, including the spare.

P

Pressure

Pressure

Under inflation is a tire's #1 Enemy.

It results in unnecessary tire stress, irregular wear, loss of control and accidents. A tire can lose up to half of its air pressure and not appear to be flat!

A

Alignment

Alignment

Is your vehicle pulling to one side, or shaking?

A bad jolt from hitting a curb or pothole can throw your front end out of alignment and damage your tires. Have a tire dealer check the alignment periodically to ensure that your car is properly aligned.

R

Rotation

Rotation

Promotes uniform tire wear.

Regularly rotating your vehicle's tires will help you achieve more uniform wear. Unless your vehicle owner's manual has a specific recommendation, the guideline for tire rotation is approximately every 5,000 miles.

T

Tread

Tread

Measure it -- and inspect it.

Advanced and unusual wear can reduce the ability of tread to grip the road in adverse conditions. Visually check your tires for uneven wear, looking for high and low areas or unusually smooth areas. Also check for signs of damage.

If you think you may have a tire problem or are unsure of the condition of your tires, consult a tire dealer as soon as possible.



National Fire Protection Association
The authority on fire, electrical, and building safety



SERVICE STATION SAFETY TIPS

Since 1980, the number of vehicle fires at service stations has more than doubled, partly because of the increase in the number of vehicles on the road, while structure fires and other fires decreased by 10 percent. Starting in the late 1990s, NFPA and other organizations have received isolated reports of flash fires, apparently caused by static electricity, while patrons were pumping gasoline.

Facts & figures

- An estimated 7,400 fires and explosions occurred at public service stations per year from 1994 through 1998. That means that, on average, one in every 13 service stations experienced a fire. These 7,400 fires caused an annual average of two civilian deaths, 70 civilian injuries and \$18 million in property damage.
- Of those 7,400 fires, nearly two-thirds (4,620) involved vehicles. Vehicle fires led to an annual average of one civilian death, 37 civilian injuries and \$7.7 million in property damage.
- Mechanical or electrical problems caused three out of four vehicle fires at public service stations.

Source: NFPA's Special Data Information Package: Fires in or at Service Stations and Motor Vehicle Repair and Paint Shops, April 2002

Safety tips

- Turn off your vehicle's engine when refueling.
- Keep gasoline and other fuels out of children's sight and reach. Gasoline is highly toxic in addition to being a fire hazard. **NEVER** allow a child to pump gas.
- Don't smoke, light matches or use lighters while refueling.
- Pay attention to what you're doing. Pumping gas is the transfer of a hazardous substance; don't engage in other activities.
- If you must use any electronic device, such as cell phones, computers or portable radios while refueling, follow manufacturer's instructions.
- Use only the refueling latch on the gasoline dispenser nozzle, if there is one. Do not jam the latch with an object to hold it open.
- To avoid spills, do not top off or overfill your vehicle.
- After pumping gasoline, leave the nozzle in the tank opening for a few seconds to avoid drips when you remove it.
- If a fire starts while you're refueling, don't remove the nozzle from the vehicle or try to stop the flow of gasoline. Leave the area immediately and call for help.
- Don't get in and out of your vehicle while refueling. A static electric charge can develop on your body as you slide across the seat, and when you reach for the pump, a spark can ignite gasoline vapor.
- If you must get into the vehicle during refueling, discharge any static electricity by touching metal on the outside of the vehicle, away from the filling point, before removing the nozzle from your vehicle.
- Use only approved portable containers for transporting or storing gasoline. Make sure the container is in a stable position.
- Never fill a portable container when it is in or on the vehicle. Always place the container on the ground first. Fires caused by static charges have occurred when people filled portable containers in the back of pick-up trucks, particularly those with plastic bed liners. Removing the container will also prevent a dangerous spill of gasoline.
- When filling a portable container, keep the nozzle in direct contact with the container. Fill it only about 95 percent full to leave room for expansion.

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VISIT US ON THE WEB
WWW.GOCIVILAIRPATROL.COM

Discover, report, stop, share, listen, and learn. The things we have read about in this issue already have happened, so you are not allowed to experience these for yourself.

Remember to “Knock It Off” and slow down. For streaming dialogues on some subjects, remember CAP Safety is on Facebook and Twitter.

SUMMARY

CAP’s safety awareness and program management has significantly improved with the addition of NHQ safety staff working in conjunction with the National Safety Team (NST). The NST is comprised of the National Safety Officer and volunteer assistants assigned as subject matter experts for flight and ground safety. Region and Wing Commanders are moving away from a punitive safety program towards a behavior-based safety program that has shown significant improvement in using safety mishaps as an educational opportunity to raise awareness and prevent risk exposure.

Got a great safety article that you would like to see in a future Beacon newsletter? Please send it to Lt Col Sharon Williams at safetybeacon@capnhq.gov.

Region Safety Officers



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