



The Safety Beacon is for informational purposes. Simply reading the Beacon does not satisfy your monthly safety education requirements, but unit safety officers are encouraged to use the articles in the Beacon as topics for their monthly safety briefings and discussions.

February 2015

What's in This Month's Beacon?

- **Announcement of the 2015 CAP National Safety Officer College**
 - The Safety Officer College will be held June 1-5, 2015, at Kirtland AFB, NM. Check out the information at the bottom of this page, and the official announcement on page 2
- **Mishaps that were closed out in December 2014**
 - Take a look at the mishaps that were reviewed and closed out in December
 - For each of these mishaps, take the time to think about how the person might have gotten into that situation, how they might have gotten out of that situation, and whether or not you are at risk to have the same thing happen to you.
 - Any idea how some of these could be prevented? That's a good thing to discuss at your next meeting.
- **Post-Mission Stress Management**
 - We all feel stress in our everyday lives, and that stress can mount when we add our CAP missions and duties into the mix
 - Page 3 and 4 is a bi-fold handout how to deal with Post-Mission Stress, provided by our new CAP CISM Chief, LtCol Tom Janisko.
 - For more CISM resources, check out the CAP CISM webpage at <http://www.cism.cap.gov/index.html>

2015 National Safety Officer College

The National Safety Officer College will be held this year at the Air Force Safety Center at Kirtland AFB in Albuquerque, NM, June 1-5.

This is year's curriculum will be totally new. Attendees will become experts in the theory and practical application of CAP's new Safety Management System (see December 2014 Beacon). There will be presentations on how we in CAP can engineer a new safety culture. Learn how to conduct basic mishap reviews and effectively write-up the review. Study Risk Management and learn how to apply it at the Strategic, Operational, and Everyday levels. Learn how hazard assessment and risk mitigation will be worked into every process and program in CAP. This is your chance to be in on the ground floor as CAP transitions to a new safety system. Read more on the next page!



2015 NATIONAL SAFETY OFFICER COLLEGE

All New Curriculum!

Join us for a high energy, interactive approach to safety education. Designed for safety officers and commanders at the Wing and Region level, this exciting curriculum provides the tools and techniques necessary to implement Civil Air Patrol's new Safety Management System.

General Information

Class Date: 1-5 June, 2015 (Travel Dates are 31 May and 6 June)

Location: Kirtland AFB, NM

Billeting Cost: Member Responsibility

Travel Cost: Member Responsibility

Meal Cost: Member Responsibility

Course Fee: \$100.00

Application Process

Senior Members interested in attending the Civil Air Patrol Safety Officer College should apply by completing the electronic application in the eServices Registration and Payment System. Members unable to submit an application electronically may complete a CAPF 17 and submit it directly to their WING COMMANDER (or REGION COMMANDER if assigned to REGION STAFF). Applications to the Wing need only be approved by the Wing Commander. Region attendees must have their Region Commander's approval. After approval by the Wing/Region Commander, the CAPF 17s should be transmitted to National HQ via e-mail to safetycollege@capnhq.gov or via mail to: Civil Air Patrol NHQ, Attn: Safety Officer College Registrar, 105 S. Hansell St., Maxwell AFB, AL 36112. All applications must have physical signatures (i.e. original or electronically scanned). Approved applications must be received at National HQ by 31 March 2015.

Selection Priorities

- Region Directors of Safety
- Wing Directors of Safety
- Region Asst. Directors of Safety
- Wing Asst. Directors of Safety
- Region Commanders
- Wing Commanders
- Wing Commander Selectees (Written Endorsement Required)
- Group Safety Officers
- Unit Safety Officers
- Prerequisite Eligibles

Mandatory Prerequisites

Members at Group and below must meet the following criteria for consideration:

- Level 2 Complete
- Safety Senior Level Complete
- Minimum Rank – 1st Lt/TSGT

Members not meeting the minimum prerequisites will be considered for attendance with a letter of recommendation from their Wing or Region Commanders with appropriate justification.

(This class meets the requirements for RSC credit; however members must be eligible to attend RSC to be awarded this credit upon completion of the course.)

The quota for this year's Safety Officer College is 25.

Students will be selected by the National Chief of Safety based on the selection priorities and the mandatory prerequisites listed. Selectees will be advised of their final acceptance into the college no later than 15 April 2015 and will be provided additional information to prepare for the course before attending. Prerequisite reading will be required as a part of this year's college. Alternate candidates will be picked up for attendance if a slot opens up.

All questions about the Safety Officer College should be routed through your Wing and Region Directors of Safety.

December 2014 Mishap Closeouts

Col Robert Castle, Assistant Chief of Safety
18 Bodily Injury, 6 Aircraft, 1 Vehicle

Bodily Injury

- A cadet was running for CPFT, and fell.
 - First aid administered, no further treatment required.
- During closing formation, a first-time visitor fainted.
 - First aid administered, no further treatment required.
- A Senior Member slipped on the wooden platform at the doors entrance, landing on their right hip and right elbow.
 - No treatment required. Investigation uncovered that rain and years of outdoor exposure has allowed a thin layer of fungus to grow on the wooden platform. Recommend power washing and application of non-slip material to platform.
- Cadet stumbled during shuttle run scraping knee.
 - First aid administered, no further treatment required.
- Cadet received bee sting on the neck.
 - Band aid applied to sting site. Cadet was observed with no harmful reaction noted. Parent notified and took cadet home. No further medical attention received.
- Cadet standing in formation felt faint and dropped to one knee.
 - Cadet next to him steadied him until a senior member accompanied him to a bench where he was seated, drank water and recovered. Cadet felt nauseated and was transported home by parents. No additional medical assistance was necessary
- Parent of cadet slipped on icy parking lot surface after meeting.
 - Transported to the emergency room and treated for a broken femur.
- Senior Member experienced shortness of breath and chest pains during unit Saturday activity.
 - The member was transported to a medical facility, kept overnight for observation and released the next day. No further treatment required.
- Cadet snagged a hangnail which caused finger to bleed.
 - Cleaned with soap and water and applied Band-Aid. No further treatment required.

- Cadet received slight cut over right eye during PT after colliding with another cadet.
 - First aid administered, no further treatment required.

- During encampment, cadet staff member felt ill and vomited.
 - Rested overnight and was able to rejoin activities the next morning. No further treatment required.

- Cadet felt lightheaded during PT. Fellow cadets prevented a fall.
 - Cadet felt better after resting and rejoined activities.

- Senior Member received small burn on thumb from hot water spilled from coffee maker.
 - Antiseptic ointment and Band-Aid applied. No further care needed.

- Cadet working in Encampment kitchen cut thumb slightly while cutting vegetables.
 - Band-Aid applied, returned to duty.

- Cadet pulled trapezoidal muscles during PT.
 - Examined by Medical staff and determined no treatment needed. Cadet returned with exercise limitations.

- Cadet paused while walking through fire door to stairs and had door close on hand, causing bruising.
 - Treated with Ice and recovered by next morning.

- Cadet complained of nausea & feeling cold.
 - Cadet allowed to rest and returned to limited activity for graduation ceremony.

- During PT relay race, cadet experienced minor rug burns on elbow and knee from slip during crab walk.
 - Cleaned, bandaged and returned to unit.

Aircraft

- Right main tire went flat after completing run up.
 - Tire tube failed during routine taxiing. Damage did not occur as a result of pilot inputs. No apparent negligence or procedural deficiency were noted.

- Left main tire went flat while taxiing. No damage to aircraft or personnel.
 - Review determined tire tube failed during routine taxiing. Damage did not occur as a result of pilot inputs. No apparent negligence or procedural deficiency were noted.

- While in the hangar, the pilot found that the wing tip of one corporate aircraft had rubbed the wing leading edge of another aircraft.
 - The Reviewing Officer concluded that the hangar is too small for the number of aircraft stored inside. This will continue to be a hazard until the aircraft that are in for repair have their discrepancies corrected.

- Aircraft blew both main tires on landing.
 - Excessive application of brakes caused both main tires to deflate. Required replacement of both tires and tubes. No other damage.

- Tail strike upon landing.
 - Mishap review determined that gusty wind conditions existed which likely contributed to the tail strike. The aircraft was inspected by an authorized mechanic and damage found to be minimal and did not impact airworthiness. Aircraft returned to service.

- During student flight instruction, tire on glider main wheel went flat on rollout after normal landing.
 - Maintenance found no observable damage to the tire, but that a small hole had developed in the inner tube. Aircraft returned to service.

Vehicle

- A Privately Owned Vehicle backed into the right front bumper of a CAP vehicle. The latter vehicle was legally parked (and unattended) in a private parking lot.
 - Minor damage to the bumpers of both vehicles. No further action required.
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Comments on the November mishap report closeouts

We still have several more months of cold and icy weather ahead. Take a close look at the areas around unit facilities that members frequent for places where water can pool and freeze and take appropriate measures to help prevent slips and falls. These can include using caution tape and/or cones to direct foot traffic around slippery areas and ice melt products or sand to help with traction.

Cooler weather can also lull members into thinking that their bodies require less water than during periods of hot weather since they may not feel thirsty. It's important to maintain hydration year-round!

Four of the six aircraft mishaps were related to flat tires. This is an ongoing problem nationwide within CAP and we continue to look for solutions. For aircrews, proper pre and post flight inspections are important. Tires may be one of the most important, yet overlooked part of the aircraft. Remember, those tires are the only thing separating you and the rest of the airframe from the pavement, so treat them with TLC. Make sure there's good tread remaining and that the tires are properly inflated. Goodyear has an excellent [Aircraft Tire Care and Maintenance Guide](#).

See you next month!

B) Uncomfortable Reactions – CISM / Peer Support

- Research shows that people will heal and recover faster from stress by responding to stress appropriately; this is the basis of peer support. Peer support can be as informal as "talking it over" with a trained peer or with a group. Even if you do not want to speak about the incident there is still value in listening to others speak about it. It is **entirely voluntary**, but highly encouraged to participate.
- CAP Peer Support can be considered emotional **first-aid** to help a CAP member's normal coping skills. It is always confidential, supportive, and respectful; it is performed by a peer supporter – a CAP member just like you who knows how to get you the help you need.
- All people who undergo a traumatic or critical incident are affected. Talking and going through a CISM / Peer Support is a sign of strength and maturity because it means that you are taking an active role in your health.
- CISM is a proven process that will help you heal and return to your previous state of health by talking (or listening if you choose not to talk) about the normal process your mind goes through after an incident or trauma.

Requesting Help (24x7)

- If you would like to speak with a CAP Critical Incident Stress Management / Peer Supporter contact your Chain of Command, Wing CISM Officer, OR call the CAP National Operations Center at 888-211-12812 (24x7) ext. 300 who will coordinate with the appropriate help that best fits your needs.
- If you want to speak confidentially with a suicide phone coach call the suicide prevention lifeline at 1-800-273-8266 or text for free at 838255.

This document may be used by CISM, Medical, Health Services, Nursing, or Safety Officers as one way to satisfy the monthly safety requirement.

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Critical Incident Stress Management (CISM) / Peer Support Monthly Training – February 2015 Post-Mission Stress Management

Both during and after CAP Missions, CAP members report high stress rates. All people have reactions to stress after an incident or trauma – it is expected. CAP takes care of its members by offering the CAP Critical Incident Stress Management (CISM) Peer Supporters who explain how to get back to your regular levels of stress. It is not therapy, but rather a peer supported process of bouncing back.

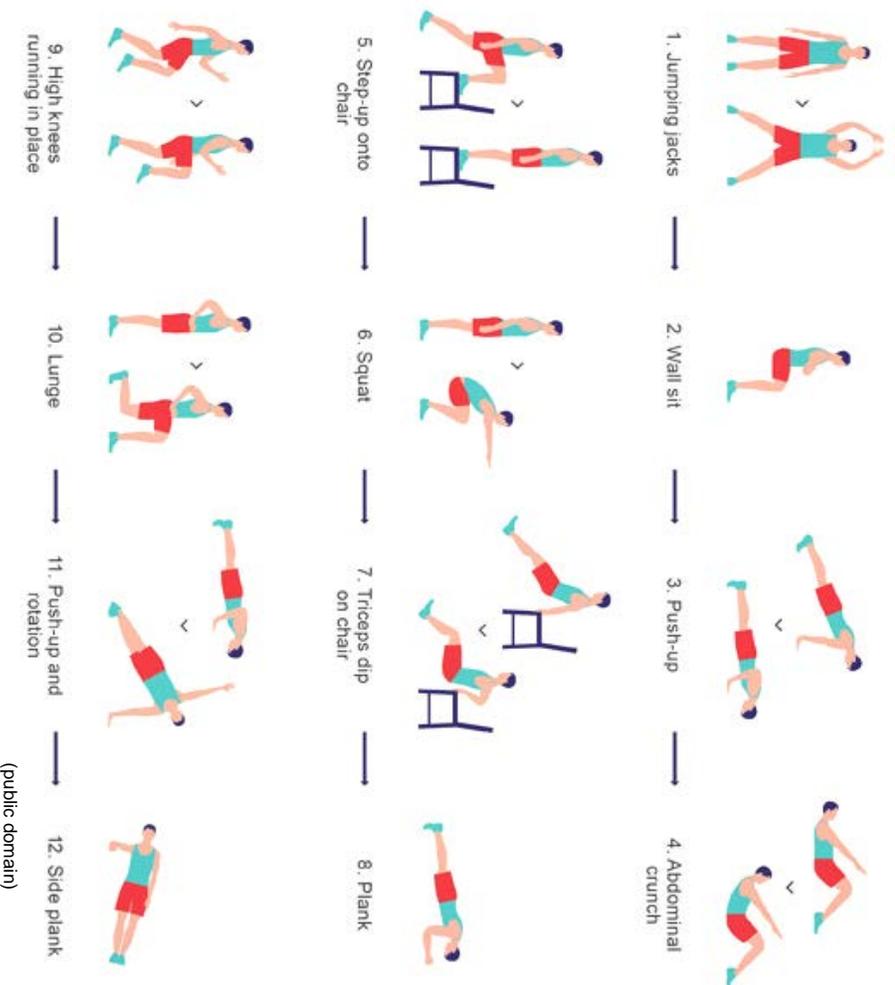
How could stress affect me?

- Physical reactions (nausea, fast heart beat, poor sleep)
- Thinking reactions (difficulty concentrating)
- Behavioral reactions (eating more or less)
- Emotional reactions (anger, depression, anxiety)
- For some, Spiritual reactions (feeling disconnected)

A) Ways to Manage Stress:

1. **Physical Exercise** promotes mental and physical well being as well as excellent stress management; if you are returning to exercise after a break, make sure your consult your healthcare provider and consider using the 7-minute workout which uses sequential exercises for 30 seconds with a 10 second break in between (creating a 7-minute workout or a 14-minute workout, if performed twice) summarized on the next page (additionally there are apps available for free).

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2. **Stress Guided Imagery** is a technique where a relaxing image such as a favorite peaceful place is used to calm the mind and body. Think of a favorite place, envision yourself in that place, and relax your muscles from your neck to your toes several times a day to relax.



3. **Spend time with others:** being around others who have experienced a similar event can be comforting. Just make sure that you do not spend all of your time speaking about the mission because that may limit growth from the mission and keep you “stuck” inside the mission mentality.
4. **Share your story:** sharing your story to your loved ones or yourself through journaling or talking to yourself is important to process through the change that occurred.
5. **Relation Response** is performed by slowly repeating a word or phrase like “slowdown, slowdown, slowdown”), while relaxing your muscles from your neck to your toes, while solely focusing on being more relaxed.
6. **Diaphragm Breathing** is a technique where taking a few breaths relaxes your body. Step 1: breathe in through your nose as you count to 4 and expand your abdominal muscles. Step 2: Hold your breath for 1 second. Step 3: exhale through your mouth and silently count to 8; as you exhale, tighten your abdominal muscles. Repeat 3-4 times; many people report relief and peace.
7. **People who have faith should consider prayer** as an excellent method to reduce stress and accept change. Local Religious or Spiritual leaders as well as CAP Chaplains can provide assistance with spiritual guidance, fellowship, and strategies for accepting change.
8. **Extra Sleep after a Mission:** Getting extra sleep for a night or two is helpful to “reset” an overfired sleep clock. Many people in their daily life remark that poor sleep is one of the most common reasons for a negative mood. Techniques include:
 - o No caffeine, nicotine, large meals, bright lights (to include tablets or computers), or exercise for 3-hours before bedtime.
 - o Consider earplugs while sleeping (ensure you can hear the smoke or intruder alarm).
 - o A short nap is fine; limit daily naps to 30-45 minutes.