



**CIVIL AIR PATROL - NORTHEAST REGION**  
**UNITED STATES AIR FORCE AUXILIARY**  
 PO Box 5006  
 AUGUSTA, ME 04332



CONNECTICUT • MAINE • MASSACHUSETTS • NEW HAMPSHIRE • NEW JERSEY • NEW YORK • PENNSYLVANIA • RHODE ISLAND • VERMONT

**Commander**  
 Col Dan Leclair  
 dleclair@ner.cap.gov

**Director of Safety NER**  
 Paul Mondoux Lt. Col., CAP  
 pmondoux@ner.cap.gov

**Deputy Director of Safety NER**  
 Maj Paulo Costa  
 pcosta@ner.cap.gov

**Cadet Safety Officer**  
 Northeast Region  
 C/Capt Matthew Chirik

**NER Website**  
<http://www.ner.cap.gov/>

- [National Safety Pages](http://members.gocivilairpatrol.com/safety/)  
<http://members.gocivilairpatrol.com/safety/>

**Inside this issue:**

School Buses	2
ALCOHOL and FLYING	3
Preparedness	4
Preparedness Supplies	5
Sports Season	6
Keep a Routing	7
ORM for Cadet Leaders	8



**September**

**Newsletter Date**

**09-01-2015**

**BACK to School**



So it is back to school and drivers must remain watchful. To a great extent, we all have the same goals – Some need to get their child to school and home safely and all need to be off to our own businesses, jobs, home or other destinations. Be courteous to other drivers and all

Drivers must be cautious that children may dart unexpectedly into traffic, often from between parked cars.

Young pedestrians and Our Cadets face a variety of dangers while walking to and from school. Drivers must be aware of the added risks all year round but especially now when schools reopen for the school year. Students (Cadets) must also be aware and safety conscious en-route to their destinations.

Here are a few basic safety tips to follow:

- Drivers as well as pedestrians Mind all traffic signals and the crossing guards.
- Walk your bike through intersections.
- Walk with a buddy.
- Wear reflective material. It makes you more visible to street traffic.

**Bicycling practices:**

- Always wear a helmet.
- Always ride on the right side of the road. Never ride against traffic.
- Ride single file. When passing other bikers or pedestrians, let them know your position by shouting out something like, "On your left!"
- Drivers and Bicyclists Always check behind you before changing lanes.
- Watch out for dangerous things in the roadway. Litter, potholes, gravel and storm drains all can cause you to lose control.
- Stop at all stop signs and at all traffic lights. Be extra careful at crossroads.

- Drivers and Bicyclists Always signal before making a left or right turn.
- Maintain control of your bike. Don't swerve or make sudden turns.
- Use caution when riding next to parked cars to avoid injury from someone suddenly opening a car door in front of you.
- Listen for cars approaching from the side or behind you.
- Don't follow a car too closely. You may be in the blind spot, where the driver cannot see you, and you may be unable to stop if the car comes to a sudden halt.
- Drivers and Bicyclists Know your road signs and obey them.
- Drivers and Bicyclists Always be prepared to stop.
- Wear brightly colored clothing.
- Don't wear headphones, loose clothing or inappropriate shoes.

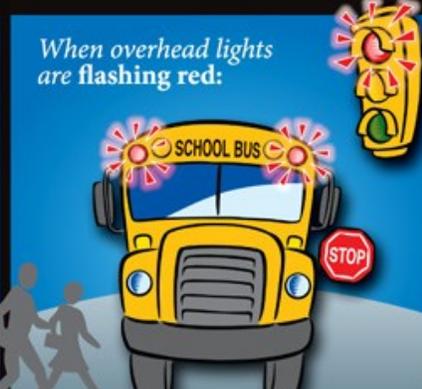
Remember these safety tips for entering and exiting the school bus:

- Have a safe place to wait for your bus, away from traffic and the street.
- Stay away from the bus until it comes to a complete stop.
- When being dropped off, exit the bus and walk ten steps away from the bus. Also, remember that the bus driver can see you best when you are away from the bus.
- Use the handrail to enter and exit the bus.
- Be aware of street traffic.

Drivers are required to follow the rules of the road concerning school buses, but not all do. Protect yourself and watch out.



# School Buses Are Like Traffic Signals

<p>When overhead lights are flashing yellow:</p>  <p><b>Prepare to Stop</b></p>	<p>When overhead lights are flashing red:</p>  <p><b>Stop!</b></p>	<p>When hazard warning lights are flashing:</p>  <p><b>Proceed with Caution</b></p>
--	--	--

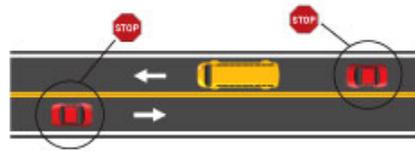
Michigan Office of Highway Safety Planning | 4000 Collins Road, P.O. Box 30633, Lansing, MI 48909-8133 | 517.336.6477 | www.michigan.gov/ohsp  
Not paid for with state funds. Paid for with funding from the U.S. Department of Transportation.



1

## Two-lane roadway:

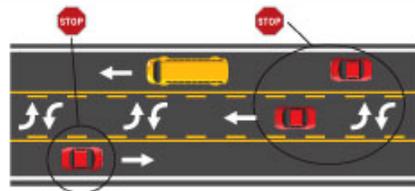
When school bus stops for passengers, all traffic from both directions must stop!



2

## Two-lane roadway with a center turning lane:

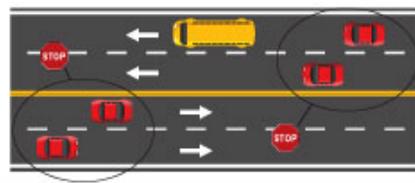
When school bus stops for passengers, all traffic from both directions must stop!



3

## Four-lane roadway without a median separation:

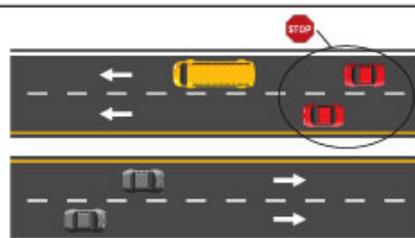
When school bus stops for passengers, all traffic from both directions must stop!



4

## Divided highway of four lanes or more with a median separation:

When school bus stops for passengers, only traffic following the bus must stop.



## ALCOHOL AND FLYING—A DEADLY COMBINATION

Alcoholic beverages, used by many to "unwind" or relax, act as a social "ice-breaker," is a way to alter one's mood by decreasing inhibitions. Alcohol consumption is widely accepted, often providing the cornerstone of social gatherings and celebrations. Along with cigarettes, many adolescents associate the use of alcohol as a rite of passage into adulthood.

While its use is prevalent and acceptable in our society, it should not come as a surprise that problems arise in the use of alcohol and the performance of safety-related activities, such as driving an automobile or flying an aircraft. These problems are made worse by the common belief that accidents happen "to other people, but not to me." There is a tendency to forget that flying an aircraft is a highly demanding cognitive and psychomotor task that takes place in an inhospitable environment where pilots are exposed to various sources of stress.

### Hard facts about alcohol

- It's a sedative, hypnotic, and addicting drug. Alcohol quickly impairs judgment and leads to behavior that can easily contribute to, or cause accidents.

### The erratic effects of alcohol

- Alcohol is rapidly absorbed from the stomach and small intestine, and transported by the blood throughout the body. Its toxic effects vary considerably from person to person, and are influenced by variables such as gender, body weight, rate of consumption (time), and total amount consumed.
- The average, healthy person eliminates pure alcohol at a fairly constant rate - about 1/3 to 1/2 oz. of pure alcohol per hour, which is equivalent to the amount of pure alcohol contained in any of the popular drinks listed in Table 1. This rate of elimination of alcohol is relatively constant, regardless of the total amount of alcohol consumed. In other words, whether a person consumes a few or many drinks, the rate of alcohol elimination from the body is essentially the same. Therefore, the more alcohol an individual consumes, the longer it takes his/her body to get rid of it.
- Even after complete elimination of all of the alcohol in the body, there are undesirable effects—hangover—that can last 48 to 72 hours following the last drink.
- The majority of adverse effects produced by alcohol relate to the brain, the eyes, and the inner ear—three crucial organs to a pilot.
- Brain effects include impaired reaction time, reasoning, judgment, and memory. Alcohol decreases the ability of the brain to make use of oxygen. This ad-

verse effect can be magnified as a result of simultaneous exposure to altitude, characterized by a decreased partial pressure of oxygen.

- Visual symptoms include eye muscle imbalance, which leads to double vision and difficulty focusing.
- Inner ear effects include dizziness, and decreased hearing perception.

If other variables are added, such as sleep deprivation, fatigue, medication use, altitude hypoxia, or flying at night or in bad weather, the negative effects are significantly magnified.

### General Recommendations

1. As a minimum, adhere to all the guidelines of FAR 91.17:
  2. 8 hours from "bottle to throttle"
  3. do not fly while under the influence of alcohol
  4. do not fly while using any drug that may adversely affect safety
  5. A more conservative approach is to wait 24 hours from the last use of alcohol before flying. This is especially true if intoxication occurred or if you plan to fly IFR. Cold showers, drinking black coffee, or breathing 100% oxygen cannot speed up the elimination of alcohol from the body.
  6. Consider the effects of a hangover. Eight hours from "bottle to throttle" does not mean you are in the best physical condition to fly, or that your blood alcohol concentration is below the legal limits.
  7. Recognize the hazards of combining alcohol consumption and flying.
- Use good judgment. Your life and the lives of your passengers are at risk if you drink and fly.



## PREPAREDNESS



September is National Preparedness Month this is an important reminder about each American's civic responsibility to **prepare for emergencies** This is the time when everyone should ask the question,

**'Am I ready?'**

**This is a good topic for discussion  
"How can we prepare"**

It is important to prepare and take steps that will greatly improve your ability to **survive and recover from all types of emergencies**, whether natural or man-made. These steps include getting an emergency supply kit, making a family **emergency plan**, becoming informed about the different **emergencies** that may affect you, and getting involved in **community preparedness** and response efforts. We do talk about some of these things in our CAP activities and we can take what we learn home with us.

### **Some tips to think about:**

Prepare your Car before your Home. Why? Your vehicle is almost always with you... whether at home or away. Keep some **Emergency Preparedness Supplies** in your vehicle and odds are you will have them handy when you need them. Especially in the Northeast we have severe weather and think about the last time we had a major snow or ice storm.

Eat the food in your Freezer after the Food in your Refrigerator. Why? Even though prepared we typi-

cally may have a well stocked supply of **Emergency Preparedness Food and Water**, it is advisable to eat and drink what you have in your home **BEFORE** you break into these supplies. Eat and drink what is available in your home first in case you need to take the **Emergency supplies** with you - You may be evacuated or find a need to move. Save the more portable **Emergency rations** for that purpose. Eat and drink what you have in your home sensibly. Do not even open your freezer to take stock of what is inside, in fact, if the power goes out - tape your freezer shut to hold the cold inside. Eat the food in your Refrigerator First, as it will spoil while the freezer food is slowly thawing in the sealed freezer compartment. This will help you stretch your food supplies for days. In the winter it is cold outside. Have you thought about moving some of the food outside in an enclosed area?

This one may seem just wrong but **Do Not Flush Your Toilets (Yet) Why?** The **water** in your toilet tank is potable water... same as your tap water. Save it for **Drinking water**... If you flush your toilets, your are using gallons of **safe, drinkable water** that could help sustain your family. Remember, too, that if you have a tank water heater, this may also have many, many gallons of safe water for your consumption so use it for drinking.

Check your supplies regularly and change your **flashlight** and **Emergency Radio batteries** every time you adjust your clocks (daylight savings and standard time) Why? This is an easy way to remember to keep your **emergency supplies** ready to use. Each time you adjust your clocks forward or back, change the batteries in your **Emergency supplies** and while you are at it, check the condition and expiration dates of everything in your supply packs... it may be time for replacements or to augment what you have gathered with additional supplies.

## ***PREPAREDNESS Supplies***

Here are some things to think about! DO you have these items ?

### **Home Supplies**

Drinking water (3-6 day supply)

Food (3-6 day supply, requires no cooking, high energy)

Flashlight (check batteries regularly)

Portable radio (check batteries regularly)

First aid kit

Spare batteries

Manual can opener

Light sticks (safer than candles)

Waterproof matches

Medications (3-6 day supply)

Medications list

Cell phone

Cash or traveler's checks

Emergency medical form

### **Evacuation Travel Bag**

Personal hygiene items (toilet paper, alcohol wipes, gel hand sanitizer)

Backup prescription glasses

Extra change of clothes

Rain slicker or poncho

Walking shoes

Blanket or sleeping bag

Water bottles

Breakfast or energy bars

Disposable dust masks

Medications list

Emergency medical form

### **Other Preparations**

Keep gas tank at least half full

Spare hearing aid batteries

Emergency supply of pet food

Family Picture

Do I know the most important disaster issues for the area where you live (earthquakes, floods, tornados)?

Do you know where the shut-off valves are for your homes utilities and how to turn them off? If any special tools are needed, where are they located?

Do you have an emergency contact person who lives out of the area? Does your relatives or close friends know who this person is?

Do you know the recommended evacuation route if there were an evacuation order? What are your transportation options? Where is the nearest shelter?



## SPORT SEASON



September initiates the beginning of various sports seasons, so address sports safety. Sports safety includes wearing the right equipment, staying hydrated and not over-exerting yourself.

Within CAP we strive for a safe environment in all of our activities but what about when we are away from CAP? What about all the activities that we are involved in during the year.

### Prepare for the Demands of Playing a Sport

Before playing organized sports, make sure you receives a pre-participation physical exam, or **PPE**, by a doctor. This can help rule out any potential medical conditions that may place your young athlete at risk.

Just in case of an emergency, share contact information (phone numbers, doctor information and allergy information)

We pay attention to our pre-existing medical conditions in CAP but do we always consider this for outside activities. If you or a teammate has any history of asthma or other medical conditions that require special attention, meet with the coach before the first practice.

### Warm Up and Stretch Before Games and Practices

Stretching before practice and games can release muscle tension and help prevent sports-related injuries, such as muscle tears or sprains.

Make sure there is time set aside before every practice and game to warm up properly.



### Remember to Hydrate

Learn the signs and symptoms of dehydration and other forms of heat illness.



Bring a water bottle to practice and games. Encourage everyone to stay well hydrated by drinking plenty of water before, during and after play. Drinks fluids (water is the best option) 30 minutes before the activity begins and every 15-20 minutes during activity. Conceder mandatory fluid breaks during practice and games

### Wear Appropriate Sports Gear

Wearing the appropriate and properly-fitted sports gear during practice and games can help avoid minor and serious injuries.

Make sure you have the right equipment and are wearing it for both practices and games. The right equipment may include

helmets, shin guards, mouth guards, ankle braces, shoes with rubber cleats and sunscreen.

### Make Rest a Priority

To help avoid **overuse injury**, rest during practices and games. Communicate any pain, injury or illness that you may have during or after any practices or games.

### Don't Take Chances with the Brain: Know the Signs and Symptoms of Concussions



Learn the signs and symptoms of a concussion . This information is important for coaches, parents and athletes.

Someone with a suspected concussion must be immediately sidelined until evaluated and released by a medical professional

**A good rule of thumb: when in doubt, sit it out.**

### Concussions: Stats, signs

A concussion is a blow to the head--or a bump or jolt or even a minor ding--and a knockout isn't even necessary to qualify. Moreover, as the number of cases continues to rise, so does our collective attention and concern. After all, another way of describing a concussion is "brain damage."

One may experience

- Headache
- Nausea or vomiting
- Balance problems or dizziness
- Double or blurry vision
- Sensitivity to light
- Sensitivity to noise
- Feeling sluggish, hazy, foggy, or groggy
- Concentration or memory problems
- Confusion
- Just "not feeling right" or "feeling down"

Should a concussion be suspected, seeking medical attention is a must.

"Concussions are caused by a blow that forces the head to move violently. They can affect memory, judgment, reflexes, speech, balance and muscle coordination, and the symptoms become worse if not properly treated . . ."

## Keep a Routine by Maj Paulo Costa

While reading an issue of Flying, it confirmed my perception that paying attention to minor details and establishing a logical "routine" to the several phases of a flight you are engaged to is extremely important.

We normally do not see a pilot taking off without a "wing", or an entire landing gear, because those are big items... we are normally caught by the "little" things... a pitot cover or a chock not removed, a tail tie-down not undone (and generally not seen from the pilot position while advancing the throttle), the keys in our pockets after buckled up, or a cone left in front of the aircraft during the initial walk around at pre-flight.

Be extra alert when "instructing" newer crew members. The additional conversation during your checks naturally introduce a higher level of distraction that may lead you to leave things behind... and believe me, one day they will come back and bite you... hard !!!

The article below is not really about where you leave the keys... it is all about creating a mindset for your flight that supports a logical flow and sequence of actions.

Please, be safe and enjoy the blue skies.

<http://www.flyingmag.com/technique/tip-week/keep-keys-panel?cmid=enews063015&spPodID=030&spMailingID=22955275&spUserID=NTY3MzA4OTQ0Mjks1&spJobID=600000280&spReportId=NjAwMDAwMjgwSU>

## You Are Not Alone.

You are going to read a lot about safety in this newsletter. But safety is more than fire extinguishers and seatbelts and checklists. You can't feel safe if you can't trust the person next to you.

I am not saying that the observer is going to attack you and fly the plane into the mountainside. But did he carefully check the height of all the obstructions before you departed on your flight? Excellence is a safety issue.

CAP asks us to do a safety check every time before we put the vehicle in gear. I understand the temptation just to start the vehicle and go. I do it with my POV. But do you want a person who fakes the vehicle log, to check the fingerprints of the people around your children? Integrity is a safety issue.

If you tell me not to be afraid because nobody has gotten seriously hurt by tripping over the curled corner of the door mat, I am not going to bring up some members are afraid of walking through the dark parking lot, alone after the meeting. Respect is a safety issue.

We are a volunteer organization, not an individual volunteer. And we will not feel safe if we can't trust the person next to us. We are a group that must know; everybody's core values are a safety issue.

Col. Bryan W. Cooper, CAP

NER/CDI  
H 401-246-2178



## Intelligent Application of ORM for Cadet Leaders

I am Cadet Captain Matthew Chirik from Willow Grove Squadron 902 of Pennsylvania Wing. I am honored to have been named the Northeast Region Cadet Safety Officer and look forward to working with the Northeast Region Safety Staff to help engage cadets in safety. One of my goals is to create with best practices and suggestions for cadet staffs at local meetings or activities.

At one event or another, you have probably heard someone say, “Everyone is a Safety Officer.” Safety is inherent in all we do in Civil Air Patrol. Over the last several years, I have noticed that cadet staffs typically do not place an emphasis on safety during cadet activities, especially squadron meetings. Safety and Operational Risk Management (ORM) should be built into the thought processes of every CAP member, especially those who are leading cadets. Every cadet is required to take *Intro to Safety* after joining, but this only teaches the basic material, not how to incorporate safety into the decision-making process. The responsibility of teaching cadets how to keep themselves and others safe through intelligent application of safe practices and ORM lies in the hands of every cadet leader in this organization. An effective way to teach cadets to apply safety and ORM is to lead by example and ensure safe practices are being followed at squadron meetings.



Operational Risk Management (ORM) is defined by CAP National Headquarters as “a process designed to detect, assess and control risk, and at the same time, enhance mission performance. Simply put, it’s a methodical, six-step process to manage inherent risk.” There are two parts of considering consequences using ORM that cadet leaders typically do not think of immediately; unintended actions that result from the solution to another problem and the concept of severity versus likelihood.

Cadet leaders often face situations at meetings and activities requiring immediate decisions. Circumstances involving questionable weather, last minute schedule changes, and other random events can pop up out of nowhere. The natural reaction to these circumstances is to make timely decisions using critical thinking. Most of these decisions are made based on how quickly it can be accomplished, how effectively it solves the issue, and how much of a safety risk comes along with it.

An important part of the decision is using ORM to calculate the risk of the action and considering what actions will be caused by the solution. Decisions should be thought of like a chain of dominoes; how will knocking over the first domino effect the domino after the next one in line. Another good way to think of it is to think of each solution as a new potential risk. What risks will be associated with the solution and how will you minimize them? How will you minimize the risks that come from the decision after that? Every decision is connected like a chain. Short-sighted thinking and not having a plan for potential possibilities can lead to mishaps or injuries. Remember to think in advance, it may add an extra moment to how you make the decision but it can save you down the line. When people hear “consider the risks”, they often think of the worst case scenario. While considering the worst case scenario is important, one must also remember to consider the less severe but just as likely risks. The balance of considering risk and likelihood can help determine if a decision is safe. An example of this is think of the risk of someone being struck by lightning versus someone becoming dehydrated at an activity. The probability of a cadet being struck by lightning low, but it would be a severe situation if it happened. The probability of a cadet becoming dehydrated is high, but it typically isn’t a severe situation. The risk of lightning would be considered as a bigger risk because of the severity, but more effort should be put into preventing dehydration and sunburn because of the higher probability. The ORM assessment of this situation places the more severe situation higher on the list, but intelligent application and common sense dictates that the lower but more likely risk should have greater emphasis. Leaders should use their best judgement when deciding what actions to take and not forget to weigh the risks.

It is human nature to do what one thinks will inflict the least harm on oneself. As a leader you must take extra precautions to care for those who you are leading. The results of not thinking can be catastrophic, so remember to take the extra minute to consider every risk. Remember that safety isn’t just something we do, it is a key part of everything we do.

C/Capt Matthew Chirik  
Cadet Safety Officer  
Northeast Region



CIVIL AIR PATROL -  
NORTHEAST REGION

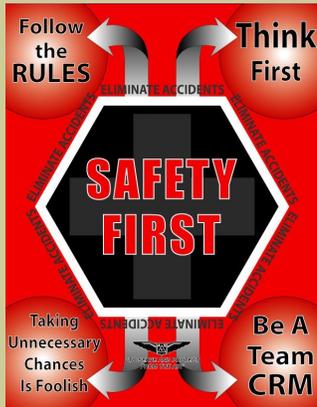
PO Box 5006  
AUGUSTA, ME 04332

Lt Col Paul Mondoux  
NER Director of Safety

Phone: 603-759-0178  
E-mail: [pmondoux@ner.cap.gov](mailto:pmondoux@ner.cap.gov)

VISIT THE NER Safety Website link  
can be found on  
<http://www.ner.cap.gov>

Subscribe to the NER  
Email List  
[http://lists.ner.cap.gov/  
mailman/listinfo/nersafety](http://lists.ner.cap.gov/mailman/listinfo/nersafety)



**BE CAREFUL**  
**THIS MACHINE**  
**HAS NO BRAIN**  
**USE YOUR OWN**



Texting and Walking  
are a bad Combina-  
tion and can lead to  
serious injuries.

**Stop and look where you are going. Do not  
text while you are walking.**

You might call it a hazard of technology. Pe-  
destrians have become so preoccupied with e-  
mailing and text messaging on their BlackBer-  
rys and cell phones that they can't make it  
down a city block without crashing into lamp-  
posts or trash bins.

When the Department of Transportation and  
the D.C. police recently conducted a two-  
month street-safety campaign, undercover  
cops at crossings and pull-over police units  
issued 6,000 tickets — two-thirds to drivers  
and one-third to pedestrians for jaywalking

**Don't text or use a cell phone while  
you're doing something that requires  
sustained attention: Driving, bicycling,  
boating, in-line skating and walking.**

If a call or text message will interfere with  
your concentration, ignore it. Better yet, turn  
your phone off before you start an activity that  
demands your attention.



## Identity Theft

### Identity Theft

Identity theft occurs when someone assumes your  
identity to perform a fraud or other criminal act.  
Criminals can get the information they need to as-  
sume your identity from a variety of sources, includ-  
ing by stealing your wallet, rifling through your trash,  
or by compromising your credit or bank information.  
They may approach you in person, by telephone, or  
on the Internet and ask you for the information.

Never throw away ATM receipts, credit statements,  
credit cards, or bank statements in a usable form.  
Never give your credit card number over the tele-  
phone unless you make the call.

Reconcile your bank account monthly, and notify  
your bank of discrepancies immediately.

Keep a list of telephone numbers to call to report  
the loss or theft of your wallet, credit cards, etc.

Report unauthorized financial transactions to your  
bank, credit card company, and the police as soon as  
you detect them.

Review a copy of your credit report at least once  
each year. Notify the credit bureau in writing of any  
questionable entries and follow through until they  
are explained or removed.

If your identity has been assumed, ask the credit  
bureau to print a statement to that effect in your  
credit report.

If you know of anyone who receives mail from credit  
card companies or banks in the names of others,  
report it to local or federal law enforcement author-  
ities.