



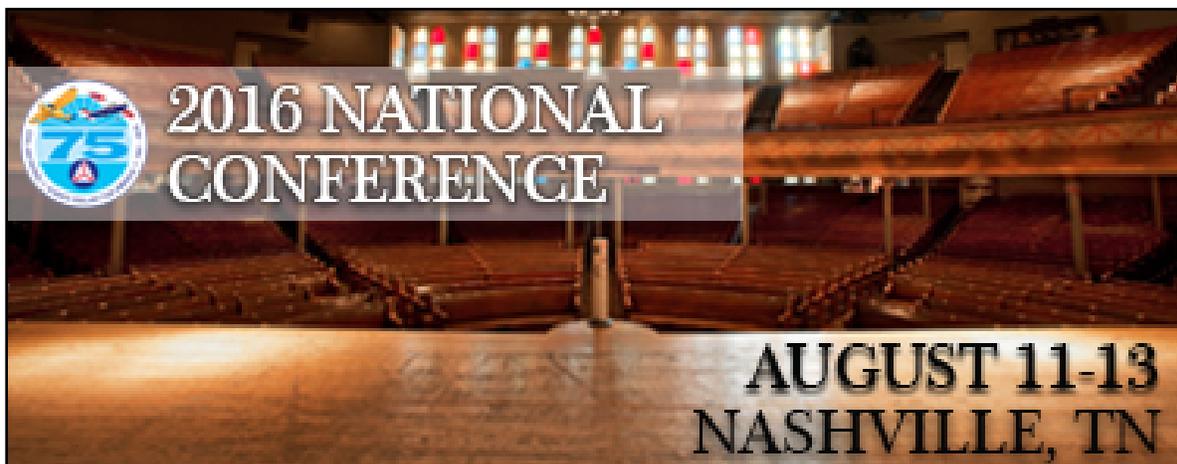
The Safety Beacon is for informational purposes. Simply reading the Beacon does not satisfy your monthly safety education requirements but unit safety officers are encouraged to use the articles in the Beacon as topics for their monthly safety briefings and discussions.

July 2016

## What's New In July?

- We have an article written by C/Capt Kurt LeVan, the Cadet Safety Officer at the recent Oklahoma Wing Encampment. It sounds like he had a great time and learned a lot about Risk Management. Take a look!
- A picture is worth a thousand words. Take a look at these pictures from some of the on-going cadet encampments, and see what you can learn from these pictures.
- A few short topics cover Everyday Risk Management, a commonly seen and easy to cure injury, and a simple format to help you file minor bodily injury mishaps in SIRS.
- There's a summary of mishaps that were recently closed out. Use these mishaps to spur conversation at your monthly squadron meetings. What would you have done to keep this from happening to you?
- There is some information from the National Highway Traffic Safety Information (NHTSA) about teen driving. The information is tailored to Teen Driver Safety Week in October, but the information is timeless. For a link to more great information on how to keep our cadet (and senior member) drivers safe, here's a link the NHTSA: [NHTSA Driving Safety](#)
- I look forward to seeing old friends and meeting new ones at the 2016 National Conference in Nashville.

**TRAVEL SAFELY!!**



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# Every Encampment Safety Officer Needs a Good Cadet Assistant!

C/Capt Kurt LeVan

*Cadet Captain Kurt LeVan is the Oklahoma Wing Cadet Safety Officer, and member of OK-155, the Broken Arrow Composite Squadron from Broken Arrow, Oklahoma, near Tulsa. He wrote this article about his experience as an assistant to the Safety Officer at the Oklahoma Wing Encampment. Thanks to Cadet LeVan for contributing!*

When I was sending in my application to the 2016 Oklahoma Wing Encampment Commander there was only one thing on my mind. "Please. Any support role but kitchen staff." Now, I have a huge amount of respect for the kitchen staff but it's not exactly how I would want to spend my encampment.

A few days later I receive a call from the Cadet Executive Officer who inquired to see if I would be interested in filling in as the Cadet Safety Officer. Having recently been appointed as the Oklahoma Wing Cadet Safety Officer I accepted, and began thinking of ways to get the basic cadets to start constantly thinking about safety.

When I reported in I went through the normal check in procedure and got my bunk squared away. It was not long after that, that I met the Senior Member Safety Officer that I would be working with over the next week. It would be an understatement to say I was unfamiliar with ORM, and other actual safety aspects of CAP, and most of the safety education I was familiar was based around common sense.

Lieutenant Stansberry and I immediately went to work posting dehydration charts in the latrines, and daily weather reports around the barracks. Every day we braved the heat to make sure training areas were safe for the cadets, and that their activities were being supervised properly. But our work didn't stop at the sounding of Taps in the evening. For the Safety department, there were still incidents that had to be entered into SIRS. In efforts to groom me into the Safety Officer Specialty track Lieutenant Stansberry taught me how to enter mishaps into SIRS and how to fill out an ORM pre-activity form.

Midway through encampment the Lieutenant and I were brainstorming ideas on how to promote safety awareness to cadets. During our think tank session we crafted the idea of making a "Safety Flight" guidon streamer for one of the basic flights. There was one catch though. The streamer was to be made out of a reflective safety belt. The cadets ended up loving the idea, and were competing to be the safest flight so that their guidon would have the reflective streamer hanging from it. In addition we also awarded safety belts in recognition for "exceptionally safe behavior" which also turned out to be a big hit with the cadets who competed to earn one of the belts.



In our final days of encampment, the Lieutenant and I also performed a music video to the song "The Safety Dance" by Men Without Hats.

I believe that safety was in the hearts and minds of all of the cadets that attended and that the Lieutenant and I discovered a new fun way to bring safety and Operational Risk Management into the decisions and thoughts of all CAP members.

*2Lt Paul Stansberry, Encampment Safety Officer, and C/Capt Kurt LeVan, affix the "Safety Flight" streamer to the B-flight guidon at the recent OK Wg Encampment.*

## Cadet Safety Officer at Encampment?

### ***GREAT Idea!***

George Vogt, CAP/SE

I want to say thanks again to Cadet LeVan for contributing this article, and to Lt Stansberry for inspiring the idea. Let me add just a few comments to this great story.

C/Capt LeVan admitted he didn't know a lot about ORM before this assignment, but as he points out there is a place for ORM in everything we do. Expect to see more emphasis on actively using, talking about, and learning risk management as a part of our cadet activities.

He mentioned "common sense." As I've said before in these pages, there is no such thing as "common" sense when we bring a variety of cadets from all over the country to a new experience. Risk Management is the process we can all use to make up for a lack of "common" experiences.

Kurt mentioned pre-activity ORM. Make sure that a pre-activity risk assessment is being done for *every* sub-activity and all participants are being briefed on risks before that sub-activity. That includes PT, obstacle courses, etc.

The "Safety Flight" streamer is a great idea! Remember that it shouldn't just go to the flight with the fewest mishaps. Criteria should include who performed the best risk assessments, the best pre-activity safety briefings, the best use of the wingman philosophy, and evidence of the use of everyday risk management in everything the flight does.

Keep up the good work!!

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# Cadets in Action!

George Vogt, CAP/SE

They say a picture is worth a thousand words, so I'd like to start including more pictures in the Beacon, especially to show our cadets in action performing good risk management practices. Send me pictures of your cadets in action!! Here are a couple:



## It Takes a Team

During our encampments and some of our other cadet activities, we are fortunate enough to be able to use the leadership courses at host military bases. These life size “puzzles” help teach users how to work as a team to solve complex problems to complete their “mission.” These courses are a perfect example of the need to use the risk management technique of figuring out how to finish the mission “...without getting hurt.”

Remember to take the time before each exercise to remind cadets that the “mission” isn't important enough to risk injury.

Check out the gloves and helmets...  
Good job, cadets!!

## “Hasty” Risk Management

Something as simple as setting up a tent can be a team-building exercise, but it also brings risk. In this case, one cadet wrapped a rope around their hand and wrist to get a better grip. When the team pulled, the wrapped rope resulted in a twisting of the hand and a slight sprain.

Remember there is ALWAYS time to perform a quick hazard analysis and risk assessment before every task to prevent these little injuries.

The National Guard uses the term “Hasty” Risk Management. They have an abbreviated checklist that takes them through a quick assessment of the hazards and a quick agreement on how to avoid risk needs to come before every event.

There is always time for risk management if you make it a habit.



# SAFETY SHORTS

George Vogt, CAP/SE

## What's the Vector? Everyday Risk Management

For those of you who haven't seen it, the Vector is a quarterly update that is put on line on the capmembers.com website. It contains some updates on what's going on in different parts of the National Headquarters and National Staff. Here's a link: [Jul-Sep Vector](#)

I wanted to reprint a part of the Safety section. These are two easy techniques you can use to bring Risk Management along wherever you go...no checklists required:

**The "Everyday Risk Management" Challenge:** Risk management is not just a planning tool...it is way of minimizing the riskiness of everything we do. Senior members and cadets, challenge yourselves to use risk management in everything you do for a couple days...you'll see how easy it is. Before you set off on a task like driving to work, or mowing the lawn, ask yourself, "what can go wrong and what can I do to prevent it from happening?" That will take care of your planning. Ready to get started? Tell yourself your goal is to drive to work (or mow the lawn), "...without getting hurt." That will keep you aware of hazards that may pop up as you go. Give it a try and let us know how it worked for you. [safety@capnhq.gov](mailto:safety@capnhq.gov)

## Rope Burns on Obstacle Courses

Have you ever had a rope burn? If you have, you will definitely remember it. It happens when the rope slides along the skin, rubbing or "burning" the first layers of skin away. It appears most often on obstacles like rope climbs, or rope swings, or similar tasks where we lose our grip on the rope.

I've seen a few of these rope burns reported recently and I cringe a little, realizing most of them are preventable with gloves. On one occasion I asked a senior leader at an encampment, where a couple rope burns occurred, why they didn't provide gloves for the cadets. The answer was that it slowed the cadets if they had to stop to put on gloves. Another senior member reasoned that the Air Force doesn't use gloves on this obstacle so they didn't need to either. Keep in mind that the Air Force members using that obstacle are full grown men and women, not school aged cadets; strength levels are different. Our goals are a bit different also; rather than trying to finish the obstacle course quickly, we should use the course as a chance to teach our cadets confidence, and how to approach obstacles with a problem solving, risk management, approach.

Provide the cadets with gloves. Tell them why the gloves are provided ... to make the event safer and easier. The goal is to successfully complete the obstacle, "...without getting hurt."

## "This" Resulted in "That" Which Resulted in "This"

We've given a lot of pointers on how to input mishaps in SIRS, and how to explain what might have caused the mishap. Here are a couple more pointers on how to enter those minor bodily injuries.

When you write down what happened when you enter a mishap in the system, don't just tell us the result. Tell us what caused it. A quick shorthand method? You can use the format of "THIS resulted in THAT."

Example: Tripping over the curb resulted in falling and skinning knee.

But that doesn't tell the whole story of "why." An even better method? "THIS resulted in THAT which resulted in THIS."

Example: Hurrying to formation without paying attention *resulted in* tripping over curb *which resulted in* a skinned knee.

NOW, you've told us what happened and why!

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# May 2016 Mishap Closeouts

Col Robert Castle, CAP/SEA

## **Bodily Injury**

Bodily injuries associated with physical training activities continue to be our most prevalent safety issue. Tripping and falling while running with resulting scrapes and twisted ankles are the usual culprits. Other injuries suffered during PT included difficulty breathing, rolled and sprained ankles and being kicked during soccer games.

While we can't totally control the actions of cadets during physical activities, we can ensure that the areas used for PT events are suitable for the intended purpose. Areas used for the mile run should be free of debris, potholes and low hanging tree limbs and relatively level. We have been under the assumption that your cadet leaders or safety staff are surveying the running route for hazards before the run, but some recent mishap review tell us that isn't always the case. That survey of the running route, and all other surfaces our cadets exercise on, needs to take place! If you find your running area isn't suitable, take steps to clean up the debris, trim the trees, fill in potholes, or find another location to conduct the run. It might mean moving PT night to another location other than where the unit meets. Be creative!

In all cases, you should be giving a short pre-activity risk safety briefing before EVERY run or PT session to brief cadets on the hazards and ensure that active risk management is foremost in their minds. How can I complete this run "...without getting hurt."

The remaining bodily injuries this month involved fainting, cuts, low blood sugar, burned fingers from touching a hot iron to see if it was hot, nausea, nosebleed and dehydration.

One of several instances of dehydration is interesting. The report listed the planned steps taken to reduce the risk of dehydration which included, briefings on proper hydration, issuing "pee charts" so members could "self-assess" their hydration level, reminders during the day to reapply sunscreen and drink fluids, and providing shade areas for members as they rotated shifts at an airshow. Despite those precautions, one member became overcome by the heat and disclosed that they had only consumed 8 oz. of water during the day. That's an indication we need to be more actively involved in ensuring ALL our cadets are staying hydrated, to include renewed use of the wingman concept of cadets looking after each other.

The Center for Disease Control reports that during 1999--2003, a total of 3,442 deaths resulting from exposure to extreme heat were reported. We can't ignore the very real danger of the heat we face during our CAP activities.

Risk Management is a *continuous* five step process. Once we develop a mitigation for a known risk, we can't just stop there. We must continuously review and make sure the mitigation is working as expected. If not, we need to come up with another plan of attack.



In the previous dehydration case, the plan included briefings and reminders. Then the staff implemented step 4 of the diagram on the left, but might not have done enough of step 5. Remember that Risk Management is a loop. *Continuously* analyze how your plan is working. No plan is flawless, and the “Supervise and Evaluate” step might reveal hazards you hadn’t noticed or risks that were greater than anticipated. When that happens, you go right back to step 1 and keep that loop going. Risk Management is a loop, a process. It is continuous!

## Aircraft

In the aircraft category, there were blown tires, five tail strikes, a bird strike, Foreign Object Damage to a tire, one FBO ground handling mishap and an aircraft that wouldn’t start.

I’ve covered tail strikes and hard landings in the April 2015 edition of [The Beacon](#), so I won’t go into detail here. Most of these tail strikes occurred during simulated soft field landing practice and usually with an Instructor or Check Pilot on board. Pilots must be aware of the current wind conditions prior to starting an approach to landing. When winds are gusty or with a considerable crosswind component, consider using less flaps or NOT conducting a short or soft field approach on that flight, especially if it’s just for practice or on an evaluation flight. Those tail feathers are delicate – take good care of them!

As for the blown tires – go easy on the brakes!

You don’t always have to make the first turn off, and if you’re asked to “expedite” by ATC, remember that is only a request ... you have to control YOUR airplane. Consider a go-around if that is an option to keep things at a normal pace. Things usually go south when we’re in a rush.



**Tell-tale round skid mark from heavy braking**

## Vehicles

Three vehicles sustained minor body and bumper damage from causes that couldn’t be determined. One vehicle was struck by an object falling from another vehicle on the highway. One vehicle had a tire blow out at highway speeds and one was rear ended in a multi-vehicle collision.

Remember that vehicle tires are susceptible to wear and tear and aging. Many are parked outside and infrequently driven. Tires can develop dry rot (weather checking) and inflation pressures can be low. Be sure to inspect tires before driving and maintain the manufacturer’s recommended pressures.

# Fact Sheet/Talking Points

## Talk to Your Teen About the “5 to Drive”

*National Teen Driver Safety Week Is October 16-22, 2016*

The “5 to Drive” campaign highlights five necessary rules that teen drivers need to follow to stay safe behind the wheel in a car, truck, or SUV. These rules address the greatest dangers for teen drivers: alcohol, lack of seat belt use, distracted driving, speeding, and extra passengers.

### THE PROBLEM — TOO MANY TEENS ARE DYING ON OUR ROADS

- Motor vehicle crashes are the leading cause of death for 15- to 19-year-olds in the United States, ahead of all other types of injury, disease, or violence.
- In 2014, there were 2,679 teen (15-19 years old) drivers\* involved in fatal motor vehicle traffic crashes. An estimated 123,000 teen passenger vehicle drivers were injured in motor vehicle traffic crashes.
- Parents can be the biggest influencers on teens’ choices behind the wheel – *if* they take the time to talk with their teens about some of the biggest driving risks:
  - **Alcohol:** All teens are too young to legally buy, possess, or consume alcohol, however nationally in 2014, one out of five teen drivers (15 to 19 years old) involved in a fatal crash had been drinking. Remind your teen that driving under the influence of any impairing substance, including illicit or prescription drugs, could have deadly consequences.
  - **Seat Belts:** Wearing a seat belt is one of the simplest ways for teens to stay safe in a vehicle. Yet too many teens aren’t buckling up, and neither are their passengers. In 2014, a total of 763 passengers died in passenger vehicles driven by teen (15-19 years old) drivers. And 59 percent of those passengers were NOT wearing their seat belts at the time of the fatal crash. When the teen driver was also unrestrained, the percentage of those passengers unrestrained increased to almost 86 percent.
  - **Distracted Driving:** Distractions while driving are more than just risky—they can be deadly. In 2014, among teen drivers (15 to 19 years old) involved in fatal crashes, 10 percent were reported as distracted at the time of the crash.
  - **Speeding:** In 2014, almost one-third (30%) of all teen drivers involved in fatal crashes were speeding at the time of the crash.
  - **Extra Passengers:** Extra passengers for a teen driver can lead to disastrous results. Research shows that the risk of a fatal crash goes up in direct relation to the number of passengers in a car. The likelihood of teen drivers engaging in risky behavior triples when traveling with multiple passengers.

### THE SOLUTION — TALK REGULARLY TO YOUR TEEN ABOUT THE DANGERS OF DRIVING

Parents – you’ve guided your teen this far. Driving is a new chapter, a step toward independence for many teens. But your job is not done. Surveys show that teens with parents who set firm rules for

driving, typically engage in less risky driving behaviors and are involved in fewer crashes. But your kids can't listen if you don't talk.

- From October 16-22, join parents across the country in the "5 to Drive" campaign.
- Get the facts about teen driving and share these serious statistics with your teen.
- Know your State's graduated driver licensing (GDL) restrictions, and help enforce them.
- Be a good role model for your teen driver with your own safe driving habits.
- Remind your teen that driving is a privilege, not a right, and should always be taken seriously.
- Set the rules before they hit the road.

### **REMEMBER THE "5 to Drive":**

**1. No Drinking and Driving.**

*Set a good example by not driving after drinking. Remind your teen that drinking before the age of 21 is illegal, and alcohol and driving should never mix, no matter your age.*

**2. Buckle Up. Every Trip. Every Time. Everyone—Front Seat and Back.**

*Lead by example. If you wear your seat belt every time you're in the car, your teen is more likely to follow suit. Remind your teen that it's important to buckle up on every trip, every time, no matter what (both in the front and back seats).*

**3. Eyes on the Road, Hands on the Wheel. All the Time.**

*Remind your teen about the dangers of texting, dialing, or using mobile apps while driving. Have them make their phone off-limits when they are on the road. But distracted driving isn't limited to phone use. Other passengers, audio and climate controls in the vehicle, and eating or drinking while driving, are all examples of dangerous distractions for teen drivers.*

**4. Stop Speeding Before It Stops You.**

*Speeding is a critical issue for all drivers, especially teens. Do not exceed the speed limit and require your teen to do the same. Explain that every time your speed doubles, your stopping distance quadruples.*

**5. No More Than One Passenger at Any Time.**

*With each passenger in the vehicle, your teen's risk of a fatal crash goes up. Check your State's GDL law before your teen takes to the road; it may prohibit any passengers in vehicles with teen drivers.*

### **PARENTS — KEEP TALKING YEAR-ROUND**

- Start the conversation with your teen during Teen Driver Safety Week, but continue the conversation every day throughout the year.
- Even if it seems like they're tuning you out, keep reinforcing the "5 to Drive". They're listening, and your constant reminders about these powerful messages will get through.
- Get creative! Talking is just one way to discuss safe driving. You can also write your teen a letter, leave sticky note reminders in the car, or use social media to get your message across.

- Get it in writing. Create a parent-teen driving contract that outlines the rules and consequences for your teen driver. Hang the signed contract in a visible place as a constant reminder about the rules of the road.

For more information about National Teen Driver Safety Week and the “5 to Drive” campaign, please visit [www.safercar.gov/parents](http://www.safercar.gov/parents).

\*Passenger vehicles only