



# Safety Beacon



Official Safety Newsletter Of The Civil Air Patrol

MAY 2011



## FEMA

## Wildfires - Are You Prepared?

### Beacon Newsletter Team

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More and more people are making their homes in woodland settings in or near forests, rural areas, or remote mountain sites. Homeowners enjoy the beauty of the environment, but do face the very real danger of wildfire.

### Inside this issue:

Wildfires—Are You Prepared?

Earthquake Safety Checklist

Memorandum from the National Safety Officer

Big Brother Is Getting Restless

Safer Skies Through Education

Region Safety Officers List

Every year across our nation, some homes survive while many others do not after a major wildfire. Those that survive almost always do so because their owners had prepared for the eventuality of fire, which is an inescapable force of nature in fire-prone wildland areas. Said in another way - if it's predictable, it's preventable!

Wildfires often begin unnoticed. They spread quickly, igniting brush, trees, and homes. Reduce your risk by preparing now - before wildfire strikes. Meet with your family to decide what to do and where to go if wildfires threaten your area. Follow the steps listed below to protect your family, home, and property.

### Practice Wildfire Safety

People start most wildfires, - Now can you promote and practice wildfire safety?

- Contact your local fire department, health department, or forestry office for information on fire laws.
- Make sure that fire vehicles can get to your home. Clearly mark all driveway entrances and display your name and address.
- Report hazardous conditions that could cause a wildfire.
- Teach children about fire safety. Keep matches out of the reach of children.
- Post fire emergency telephone numbers.
- Ensure adequate accessibility by large fire vehicles to your property.

## Before Wildfire Threatens

Design and landscape your home with wildfire safety in mind. Select materials and plants that can help contain fire rather than fuel it. Use fire-resistant or noncombustible materials on the roof and exterior structure of the dwelling, or treat wood or combustible materials used in roofs, siding, decking, or trim with fire-retardant chemicals evaluated by a nationally recognized laboratory, such as Underwriters Laboratories (UL). Plant fire-resistant shrubs and trees. As an example, hardwood trees are less flammable than pine, evergreen, eucalyptus, or fir trees.

**Talk to your neighbors about wildfire safety. Plan how the neighborhood could work together after a wildfire. Make a list of your neighbors' skills such as medical or technical. Consider how you could help neighbors who have special needs such as elderly or disabled persons. Make plans to take care of children who may be on their own if parents cannot get home.**

Your best resource for proper planning is [www.firewise.org](http://www.firewise.org), which has outstanding information used daily by residents, property owners, fire departments, community planners, builders, public policy officials, water authorities, architects and others to assure safety from fire. Firewise workshops are offered for free all across the nation in communities large and small and free firewise materials can be obtained easily by anyone interested.



[www.wikipedia.org](http://www.wikipedia.org)

## What To Do After a Wildfire

[www.weather.com](http://www.weather.com)

It is important to wait until your local emergency personnel have announced it is safe to return home. Then, use only recommended routes and take the following steps:

### Beware of Hazards

- Be careful walking on smoldering surfaces. After a fire, the ground may contain heat that can cause severe injury or spark another fire.
- Stay away from damaged buildings until inspectors have given you the green light.
- If your home has been spared, keep children and pets inside.

### Assess Psychological Effects

In addition to the obvious physical damage, the devastation of fire can sometimes cause emotional trauma and distress. Crisis counseling can help.

Contact your local American Red Cross Chapter for information about resources in your area.

Address your problems one at a time. Preparation may help you save lives and avoid injury. The rest can be rebuilt.

# Be Red Cross Ready

## Earthquake Safety Checklist

**An earthquake is a sudden, rapid shaking of the earth caused by the breaking and shifting of rock beneath the earth's surface. Earthquakes strike suddenly, without warning, and they can occur at any time of the year, day or night. Forty-five states and territories in the United States are at moderate to very high risk of earthquakes, and they are located in every region of the country.**

### Are you at increased risk from earthquakes?

- Contact your local emergency management office, local American Red Cross chapter, state geological survey or department of natural resources.
- Mobile homes and homes not attached to their foundations are at particular risk during an earthquake.
- Buildings with foundations resting on landfill and other unstable soils are at increased risk of damage.

### Did you know?

Doorways are no stronger than any other part of the structure. During an earthquake, get under a sturdy piece of furniture and hold on. This will provide some protection from falling objects that can injure you during an earthquake.

### How can I prepare?



- Become aware of fire evacuation and earthquake plans for all of the buildings you occupy regularly.
- Pick safe places in each room of your home, workplace and/or school. A safe place could be under a piece of furniture or against an interior wall away from windows, bookcases or tall furniture that could fall on you.
- Practice drop, cover and hold on in each safe place. If you do not have sturdy furniture to hold on to, sit on the floor next to an interior wall and cover your head and neck with your arms.
- Keep a flashlight and sturdy shoes by each person's bed.
- Make sure your home is securely anchored to its foundation.
- Bolt and brace water heaters and gas appliances to wall studs.
- Bolt bookcases, china cabinets and other tall furniture to wall studs.
- Hang heavy items, such as pictures and mirrors, away from beds, couches and anywhere people sleep or sit.
- Brace overhead light fixtures.
- Install strong latches or bolts on cabinets. Large or heavy items should be closest to the floor.
- Learn how to shut off the gas valves in your home and keep a wrench handy for that purpose.
- Learn about your area's seismic building standards and land use codes before you begin new construction.
- Keep and maintain an emergency supplies kit in an easy-to-access location.

### What should I do during an earthquake?



#### If you are inside when the shaking starts ...

- Drop, cover and hold on. Move as little as possible.
- If you are in bed, stay there, curl up and hold on. Protect your head with a pillow.
- Stay away from windows to avoid being injured by shattered glass.
- Stay indoors until the shaking stops and you are sure it is safe to exit. If you must leave the building after the shaking stops, use stairs rather than an elevator in case there are aftershocks, power outages or other damage.
- Be aware that fire alarms and sprinkler systems frequently go off in buildings during an earthquake, even if there is no fire.

#### If you are outside when the shaking starts ...

- Find a clear spot and drop to the ground. Stay there until the shaking stops (away from buildings, power lines, trees, streetlights).
- If you are in a vehicle, pull over to a clear location and stop. Avoid bridges, overpasses and power lines if possible. Stay inside with your seatbelt fastened until the shaking stops. Then, drive carefully, avoiding bridges and ramps that may have been damaged.
- If a power line falls on your vehicle, do not get out. Wait for assistance.
- If you are in a mountainous area or near unstable slopes or cliffs, be alert for falling rocks and other debris. Landslides are often triggered by earthquakes.

### What do I do after an earthquake?



- After an earthquake, the disaster may continue. Expect and prepare for potential aftershocks, landslides or even a tsunami. Tsunamis are often generated by earthquakes.
- Each time you feel an aftershock, drop, cover and hold on. Aftershocks frequently occur minutes, days, weeks and even months following an earthquake.
- Check yourself for injuries and get first aid, if necessary, before helping injured or trapped persons.
- Put on long pants, a long-sleeved shirt, sturdy shoes and work gloves to protect against injury from broken objects.
- Look quickly for damage in and around your home and get everyone out if your home is unsafe.
- Listen to a portable, battery-operated or hand-crank radio for updated emergency information and instructions.
- Check the telephones in your home or workplace to see if you can get a dial tone. Make brief calls to report life-threatening emergencies.
- Look for and extinguish small fires. Fire is the most common hazard after an earthquake.
- Clean up spilled medications, bleach, gasoline or other flammable liquids immediately.
- Open closet and cabinet doors carefully as contents may have shifted.
- Help people who require special assistance, such as infants, children and the elderly or disabled.
- Watch out for fallen power lines or broken gas lines and stay out of damaged areas.
- Keep animals under your direct control.
- Stay out of damaged buildings.
- If you were away from home, return only when authorities say it is safe to do so. Use extreme caution and examine walls, floors, doors, staircases and windows to check for damage.
- Be careful when driving after an earthquake and anticipate traffic light outages.

### Let Your Family Know You're Safe

If your community experiences an earthquake, or any disaster, register on the American Red Cross Safe and Well Web site available through [RedCross.org](http://RedCross.org) to let your family and friends know about your welfare. If you don't have Internet access, call **1-866-GET-INFO** to register yourself and your family.



For more information on disaster and emergency preparedness, visit [RedCross.org](http://RedCross.org).



## NATIONAL HEADQUARTERS CIVIL AIR PATROL

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20 April 2011

MEMORANDUM FOR ALL REGION AND WING CC AND SE

FROM: CAP/SE

SUBJECT: Deadline Extension and One-Time Exception for Intro to CAP Safety Testing

1. Despite the herculean efforts of many local and wing safety officers, CAP is experiencing a significant hurdle in getting its remaining members who joined CAP prior to 1 October 2010 trained in the *Introduction to CAP Safety* course. Since it is such a large undertaking to get all current members through the pipeline in a short period of time, CAP implemented two initiatives to assist units in reaching compliance with this policy. First, the deadline was extended to 31 May 2011 when CAPR 62-1 was published several weeks ago; second, the *Introduction to CAP Safety* course will now be available for classroom presentation as follows:

a. The one-time period for senior members to complete the course in a classroom setting, with paper testing, is 20 April 2011 through 31 May 2011. There will be no extensions beyond the 31 May 2011 deadline. After 31 May, this course, the exam, and documentation of completion for senior members will be electronic-only using the online safety education program in eServices. Members who do not complete the training by the deadline will not be allowed to participate in organizational activities and missions.

b. This course can be taught by the unit commander, safety officer or cadet programs staff; however, the paper test for this course must be presented to the senior members by the unit commander or testing officer following the same protocols already established for this course under cadet programs. Testing for cadets will follow the same protocols as other cadet program testing. The slides for the course are available for download at the following url: [www.capmembers.com/safety/safety\\_education/](http://www.capmembers.com/safety/safety_education/).

c. The tests are available only to unit commanders and properly-appointed testing officers at: <https://www.capnhq.gov/CAP.CadetTesting.Web/Modules/Admin.aspx>.

d. These tests are controlled items and shall be handled IAW CAPR 50-4, *Test Administration and Security*. The passing score is 80%, corrected to 100%. Failure to attain a passing score will require a re-test using a different test version after retraining has been

provided. Tests cannot be challenged and will only be administered after the member has participated in the class/briefing.

e. Successful completion of the course test will be documented on a CAP Form 11, certified by the authorized commander or testing officer and faxed to NHQ Safety: 334-953-5674. NHQ will then manually input this data into senior member records to facilitate compliance with the policy requirement.

2. This Intro to CAP Safety course has two purposes: One is to teach new members about CAP safety; the second is to standardize the message so that ALL members, regardless of length of service, receive the same message and they, in turn, reinforce that message to the new members. Please approach this learning with that perspective in mind.

3. If you have any questions, please contact [safety@capnhq.gov](mailto:safety@capnhq.gov). Remember to courtesy-copy your chain of command so that they are aware of your questions. Your continued support of the CAP safety program is appreciated.

//SIGNED//

ROBERT DIDUCH, Col, CAP  
National Safety Officer

cc:

CAP/CC/CV/CS/EX/EXA/ED/CP/SE/GC/JA

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*By Lt Col Wally James, PCR, Deputy Director of Safety*

## Big Brother Is Getting Restless

Pilot deviations are at the forefront of the FAA's current attention. Pilots are apparently misunderstanding ATC instructions or simply forgetting them.

According to the FAA, the number of pilot deviations for the first part of FY11 is on the rise. This is not a good trend. As Pilot in Command of your aircraft it is your responsibility to ensure safe operation of your aircraft at all times. You must follow ATC instructions with regard to taxi and hold short of active runways or crossing taxiways.

Arm yourself with simple tools to help you stay off the Pilot Deviation Report or off an accident report. Write down your taxi clearances. Many of us "old timers" use a "clearance shorthand" on our kneeboards. Today the use of a digital recorder like the ones built into several intercom systems is popular. Just be sure to back up your clearance with something more reliable than your memory. *if in doubt, ask for a progressive taxi or, at a minimum, ask for clarification.*

The same applies for in flight clearances. If you don't fully understand or didn't hear the complete clearance, ask for clarification. Controllers are busy people, but they are never too busy to help you to your destination as instructed by ATC.

Sometimes you may ask for and receive a deviation to expedite or make your flight more comfortable. But, ask first! Those guys sitting at the "tubs" (radar screens) are your best friends and will always help if they can.

Remember you are the final authority as to the operation of your aircraft. Don't take clearances as you "think" they were intended if there is any question about them. Speak up, get clarification and stay safe.

Pilot altitude deviations often occur when flying a published departure or standard arrival procedure. Many procedures have published altitudes that ATC expects the pilot to follow. A thorough understanding of the following ATC phraseology and ILS altitude information will reduce deviations and subsequent danger to pilots and passengers.

A reprint of ATC phraseology and ILS altitude information published on April 13, 2011 by the FAA is reprinted on the overleaf of this Newsletter. Please review it, it just may save you an embarrassment or, you life.

## Footnotes

Living in paradise (Kauai) I am constantly reminded of the dangers of improper footwear for any given activity.

The uniform of the day usually consists of T-shirt, shorts and flipflops (silppahs). This is fine for around the house, at the beach, etc. But travelers are lined up to board their flights wearing sandals and flipflops. Question: what if they had to run for their lives from a burning airplane?

Question: what if you had to had to kick your way out of an automobile accident with broken glass and torn metal all around you?

Question: what if you arrive at the scene of an accident and someone needs rescuing?

Ok, you can see where I'm going with this. Proper footwear should always be worn when traveling by any conveyance. You never know when you may have to run for it. Be prepared to save a life. *Your own?*

*Oh no! My neighbor just rode his Harley up the street wearing the uniform of the day, with his helmet secured to the rear seat!*

## Pilot Deviation Safety Tip

Notice Number: NOTC2917

### STAR Phraseology

“DESCEND AND MAINTAIN” – *Instructs the pilot to descend now (at a standard rate) to the newly assigned altitude and maintain that altitude until a new altitude assignment is received. The pilot will disregard all altitudes published on the STAR.*

“DESCEND VIA” – *Instructs a pilot to vertically navigate on the STAR and comply with published speeds.*

“RESUME THE ARRIVAL” – *Instructs a pilot to rejoin the lateral confines of the arrival only. Previously issued speeds and altitudes are still required.*

### SID Phraseology

“CLIMB AND MAINTAIN” – *Instructs the aircraft to climb now (at a standard rate) to the newly assigned altitude and maintain that altitude until a new altitude assignment is received. Pilots will disregard all altitudes published on the SID.*

“RESUME NORMAL SPEED” – *Instructs a pilot to comply with speeds published on the SID.*

“DELETE SPEED RESTRICTIONS” – *Instructs the pilot to disregard all previously issued speeds including speeds on upcoming portions of an RNAV SID.*

“RESUME THE DEPARTURE” – *Instructs a pilot to rejoin the lateral confines of the departure only. Previously issued speeds and altitudes are still required.*

### ILS Altitudes

A Precision Final Approach Fix (PFAF) and/or a Glideslope Intercept Point defines the final approach segment (the end of the “feather”) as depicted in the Profile View on the approach plate. From the PFAF or Glideslope Intercept Point to the runway, use of the approach mode (APP) is the proper way to navigate the ILS. Without explicit guidance otherwise, there is no provision for capturing the glideslope beyond the PFAF or Glideslope Intercept Point and all altitude constraints must be met. Published altitudes at fixes outside of the Precision Final Approach Fix are part of the initial or intermediate segments of the approach and provide vertical separation from obstructions or other aircraft. An extension of the glideslope may not satisfy the minimum altitudes published outside the PFAF.

A review of Chapter 5 in the Aeronautical Information Manual (AIM) can refresh your understanding of Departure, Enroute, and Arrival procedures. Here is a direct link which you can copy and paste into your browser:

[http://www.faa.gov/air\\_traffic/publications/ATpubs/AIM/chap5toc.htm](http://www.faa.gov/air_traffic/publications/ATpubs/AIM/chap5toc.htm)

## FAA Safety Team | Safer Skies Through Education

### **New AC: How To Stay Safe in Unfamiliar Aircraft**

Notice Number: NOTC2890

### **New AC Advises Pilots on How To Stay Safe in Unfamiliar Aircraft**

Experimental airplane flights represent only a small component of total general aviation (GA) flights in the United States. However, a significant number of GA fatal accidents occur in these planes. Many of those accidents take place when experienced pilots first fly an unfamiliar aircraft, especially when they are the second owner or pilot of an experimental amateur built aircraft. Data also show that fatal accidents often occur when pilots with little experience in a particular type of aircraft fly in challenging conditions, such as poor weather.

A new Advisory Circular (AC 90-109, Airmen Transition to Experimental or Unfamiliar Airplanes) advises that all pilots should consider the first flight in any particular experimental airplane a test flight. It also urges pilots to review the hazards and risks outlined in the AC and complete the recommended training.

AC 90-109 provides information and guidance to owners and pilots of experimental airplanes and to flight instructors who teach in them. The Federal Aviation Administration worked with the GA community, including the Experimental Aircraft Association (EAA), the Aircraft Owners and Pilots Association (AOPA) and the National Association of Flight Instructors (NAFI), to develop the recommendations in the AC. It complements AC 90-89A, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, which addresses the testing of newly-built experimental airplanes.

This AC is part of the FAA's focus on reducing general aviation accidents by using a non-regulatory, proactive strategy to get results. The agency's goal is to reduce the GA fatal accident rate per 100,000 flight hours by 10 percent by 2018.

## FAA Safety Team | Safer Skies Through Education

### **Up, Up, and Away!**

Notice Number: NOTC2676

During landing, if your sink rate is faster than it should be, there is a tendency to increase the pitch attitude too rapidly. This can start the airplane climbing and is known as ballooning. Ballooning can be dangerous because the aircraft altitude is increasing, airspeed is decreasing, and the airplane is rapidly approaching a stall.

When ballooning is slight, a constant landing attitude should be held and the airplane allowed to gradually decelerate and settle onto the runway. When ballooning is excessive, it is best to EXECUTE A GO-AROUND IMMEDIATELY; DO NOT ATTEMPT TO SALVAGE THE LANDING. Power must be applied before the airplane enters a stalled condition.

Do you want to know more? The Airplane Flying Handbook and other FAA manuals are available [here](#).

VISIT US ON THE WEB  
 WWW.GOCIVILAIRPATROL.COM

**Until Next Month**

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, which has shown significant improvement in using safety mishaps as an educational opportunity to raise awareness and prevent risk exposure.

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**Got a great safety article that you would like to see in a future Beacon Newsletter? Send it to Lt Col Sharon Williams at [safetybeacon@capnhq.gov](mailto:safetybeacon@capnhq.gov).**

# Region Safety Officers



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