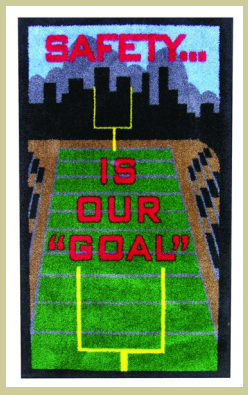
CIVIL AIR PATROL - NORTHEAST REGION
UNITED STATES AIR FORCE AUXILIARY
PO BOX 2379
SOUTH PORTLAND, ME 04116-2379

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



Director of Safety

Paul Mondoux Lt Col, CAP
pmondoux@ner,cap.gov
Cell: 603-759-0178

- NER Website http://www.ner.cap.gov/
- National Safety Pages http://members.gocivilairpatrol.com/safety/

Inside this issue:

May **Newsletter Date 05-12-2013**

BEHAVIOR-BASED SAFETY

Most of us spend our days at home, work or school doing the same task over and over. All too often, it becomes such a routine that we adopt a "nothing to it" frame of mind. That attitude gets us into trouble and we have seen this over and over again within CAP. Before we know it, we are daydreaming of our times spent with our families or in some other activates we recently were involved in. We may even witness someone being injured or at least know of someone who has, and still continue with the routine. Witnessing an injury and not acting on it brings our safety awareness to an all -time high only to be replaced over time by complacency again.

Sometimes only when we actually witness the effects an injury that plays on the other person's family or our activities within CAP do we stop to consider that it could have been me?

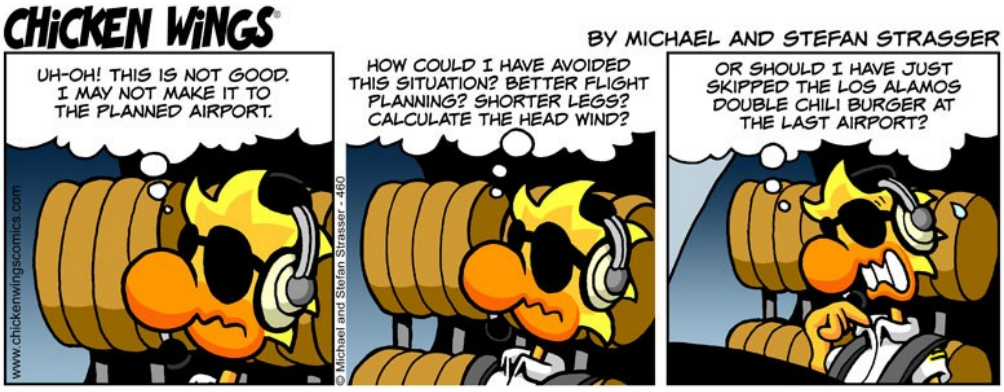
Over the years, I have witnessed the after effects of a disabling injury and seen the tremendous impact and burden that it brings on an entire family and on our professionalism as an organization. I have also experienced the personal benefits of a Behavioral Based Safety process at my workplace that continues to have a lasting impact on my safety as an individual.

In our everyday lives, we can usually find several opportunities to observe potential dangerous situations that require a specific type of safe behavior that has to be taken to avoid an injury.

We stress safety in everything that we do but continue to be complacent in our actions. I have seen the reports coming in from around the region and the approach needs to be more focused on hazard recognition, our eyes become calloused making it difficult to consistently practice the technique of making safe behavioral observations.

In CAP we have been trained to practice this proactive approach to safety, but do we follow our training? We have processes in place but at times end up depending far too much on basic luck.

We are all responsible for Safety!!!!
We are all Safety Officers !!!!
BE SAFE IN ALL WE DO



Why All the Fuss about Accident Prevention and Safety?

I am going to continue to stress this as we are now in a time that we all will be moving outdoors and performing more activities and duties in our every-day lives and within CAP.

You've heard lots of talk, read lots of words, about safely during your career with CAP at Home, School and on the Job.. Sure it's "old stuff" — and important stuff.

There is lots at stake for all of us and those around us working without injury or damage to vital resources. We all have much to gain by keeping Safe and unhurt. One reason has a big dollar sign in front of it. What about our equipment within CAP? Our planes, vehicles our members.

.

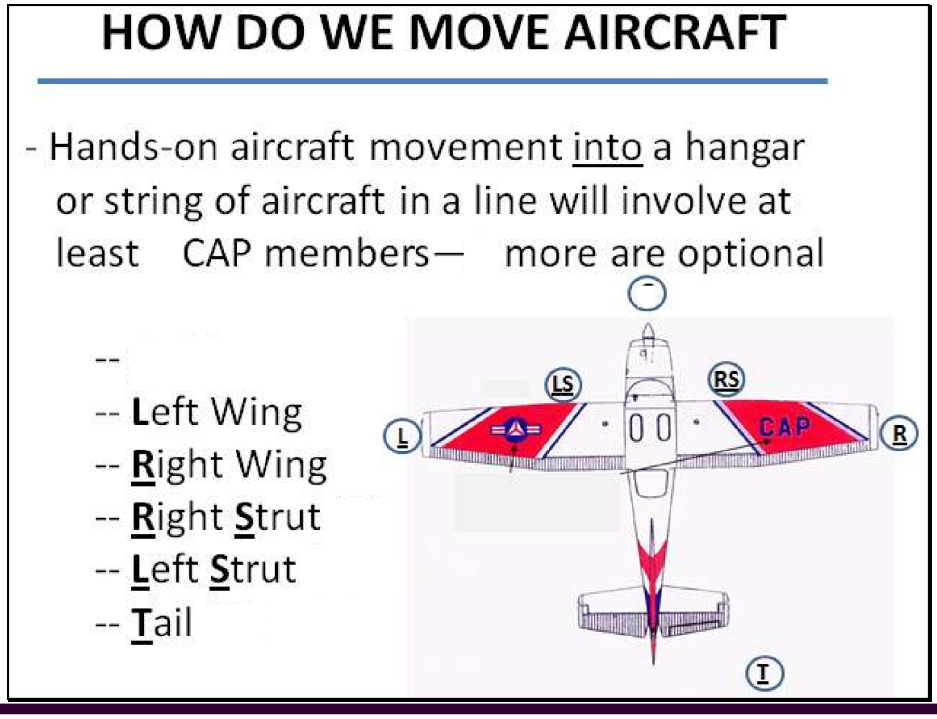
Think of all the things you're able to do now, then think of trying to do these same things if you were minus a hand...or arm...or leg...or your eyesight. It's much harder — if not impossible — for a disabled worker to reach all his major personal goals.

So don't think about safe practices and rules as "hemming you in" or "cutting down on your individual freedom"; think about them as positive things, designed to help you keep your freedom and your abilities, so that you have a better chance of getting what you want most out of life.

A risky habit or dangerous condition is a threat to your freedom, your future and all of those around you. Working efficiently and without injury is the safest avenue leading from where you are to where you want to be in life. That is why accident prevention is worth fussing about!

Be Safe and watch out for yourself, Others around you and all of our other resources.

We are all Safety Officers
protect our resources



Flying in the Clouds

The first, best, and safest way to deal with truly hazardous weather is to stay on the ground. Regulations and regulations exist to keep us on the ground under certain conditions.

Not all hazards exist in all clouds, and some of the hazards can exist even outside of clouds.

There are 2 general types of clouds below 20,000ft, Cumulus and Stratus.

Stratus is a blanket type of cloud. It's that type that blocks out the sun if you ever experienced what I mean. This type of cloud forms in stable air and usually means a smooth ride. But icing is common in this layer.

Cumulus are the cotton wool type of clouds. The reason for there shape is because they are formed in unstable air that is always trying to rise higher. If cumulus continue to gain moisture they can become cumulonimbus, a towering grey type of cloud. Both cumulus and cumulonimbus can present some turbulence. If the cloud is still in the cumulus form, this is quite light, but if it is on the cumulonimbus form it can be severe. These types of clouds can also produce lightning and heavy rain. And as glider pilots will tell you, these clouds have strong updrafts. If a cumulonimbus keep growing, it can eventually turn into a thunderstorm.

Now we move up to the mid level clouds, between 6,500ft and 20,000ft. (Not much to say here for me)

The clouds are basically the same as in the low level, but the add "Alto". Example, altocumulus. Alto is greek for high if you're wondering the orogin.

The high level clouds, above 20,000ft are usually cirrus and usually mean plain sailing.

Then there are also lenticular clouds. These types of clouds are almost always avoided by pilots since they mean a bumpy ride. These are sometimes mistaken for UFO's. Try a search for some photos, see why.

There are a lot more types, but these are the primary types.

Poor Visibility: We fly at assigned altitudes with known obstacle clearance and on known routes, so as to avoid collision with terrain. Air traffic control gives us vectors and traffic separation with the use of their radar, to prevent collisions with other aircraft. For the approach to the airport, we must descend. We will follow instruments in our aircraft along a specified course which itself has obstacle clearance standards. Aircraft will not land until the pilot can see the runway visually. Finally, regulations will keep us from flying or landing if the visibility is below a certain point.

Turbulence: Turbulence can exist anywhere, and may be associated with clouds. Again, weather planning can help us avoid flying through it in the first place. Severe turbulence can affect control of the aircraft, so the pilot must be aware of any procedures specific to their aircraft for turbulence (e.g. certain airspeeds or power settings). The main goal will be to maintain a level attitude.

Loss of Horizon/Spatial DisorientationThis is one of the serious hazards of flying into clouds without the proper equipment or training. You will almost immediately lose the ability to tell up from down if you can't see the horizon somehow. We call it spatial disorientation. There are instruments in the aircraft, such as the attitude indicator, that can help. It is critical for the pilot to follow these instruments rather than their own body's senses. Also, many IFR certified aircraft have autopilot or stability augmentation systems that can assist the pilot.

Thunderstorms:Severe turbulence, icing, lightning, hail, microbursts, etc. all await the pilot in a thunderstorm. It is recommended to stay at least 20 miles away from thunderstorms, and some companies may have their own standards (like av8trxx 25 miles). Weather reports and planning ahead of the flight are very important to find the routes that avoid the storms. Some aircraft do have weather radar as well. And of course, there is always the option of waiting for another day to fly.

Bottom Line
The number one is you can't see. If you can't see you cannot avoid other traffic. If you are flying VFR you have to stay out of the clouds. You have no idea who or what is on the other side of that cloud.

NEW BOOTS

HOW TO BREAK-IN NEW BOOTS

It is that time of YEAR Again!!! Here we go out into the fresh air !!! well with that in mind we all need to prepare our new boots to keep our feet safe. We all have experienced the new boot or shoe syndrome in getting new foot wear and then having issues because we want to wear them right away and go out and have fun with our new footwear.

This is especially critical with boots. We all know about getting blisters with new Boots and how that can affect us. The key to breaking in new hiking boots is to take things slowly. Remember -- your feet aren't as tough as your new boots, so if you rush things, your feet are likely to pay the price.

Different boots will require different amounts of break-in time. Lightweight models may feel perfect right out of the box, while heavier, all-leather models may require weeks to soften up and form to your feet.

NOTE: Most hiking boots stretch out slightly as they break in. But the break-in process will not turn a poor fit into a good one! Make sure the boots you buy feel snug yet comfortable before you take them home.

The basic break-in procedure

Begin by wearing your boots for short periods of time inside the house. Wear the kinds of socks you're likely to be wearing out on the trail. Lace your boots up tight, and make sure your tongues are lined up and the gusset material is folded flat. The creases you form as you break-in your boots will likely remain for the life of the boot.

Your new boots will be a little stiff at first, which is fine. But if you notice significant pinching, rubbing or pain right off the bat, you may want to take the boots back and try a different style.

If after several short indoor sessions your boots seem to fit comfortably, expand your horizons. Wear your new boots to the local store, around town or while working in the yard. Gradually increase the amount of time you spend in your boots and the distances you cover. Make sure your boots feel good at each stage before increasing your distance.

NOTE: Make sure your new boots fit comfortably before you can wear them outside!

Be vigilant throughout the break-in process for any pain or discomfort. As soon as you notice either, take the boots off. Remember -- small problems can become big ones very quickly. If everything feels good, try adding a little weight on your back as you hike, and/or hiking on more challenging trails.

If your boots feel good throughout the break-in process, but a single pinch or a hot spot remains, you may be able to correct the problem area by visiting a shoe-repair shop or your local REI store. Most have stretching devices that can help alleviate localized boot-fitting problems. No such thing as a "quick fix"

There is no fast and easy method when it comes to breaking in new hiking boots. To do a good job, you have to put in the time.

Avoid "quick-fix" approaches like getting your boots soaking wet then walking long distances.

They're too hard on your boots and they'll be murder on your feet. Also make sure you follow the manufacturer's care and water proofing instructions carefully.

Worn Out Boots !!!!!! Get New ones

Stroke, CVA or Brain Attack

Along with heart attacks, strokes are a major cause of death and disability.

****

At approximately 5:00 p.m., we received a call to a home. A 9-year-old girl needed an ambulance. When we arrived, the little girl was semi-conscious. The mother said the girl had been watching television when she ran into the kitchen, clutching her head and screaming that her head hurt. We treated the girl and quickly transported her to the hospital. Hours later, she was pronounced dead. She had suffered a ruptured aneurysm (a type of stroke) in the brain.

****

When we hear of someone suffering a stroke, we tend to think the person was old. In most cases this is true, but strokes can happen to anyone, at any time.
Early recognition of a stroke is crucial. The sooner you realize you are having a problem and the sooner you seek medical aid, the better your chances of surviving and/or reducing the amount of damage to the brain.

What is a Stroke?
A stroke is also called a CVA (Cerebral Vascular Accident) and more recently a brain attack. When the blood flow in a blood vessel in the brain is interrupted, the part of the brain that the blood vessel supplied will not receive the blood flow and the oxygen that the blood carries. As a result, the brain cells die.

What happens during a stroke?
A stroke can happen in different ways, but each way is equally dangerous because the brain cells die. When the brain dies, the rest of the body follows.

Embolism. As we age, the inside of our arteries can build up a plaque. As a result, all of our arteries in every part of our body gradually get smaller. Sometimes pieces of plaque break off and float around in the blood stream. Free-floating pieces of plaque can lodge in the smaller artery, resulting in a blockage that stops or slows blood flow. The brain cells downstream of the blockage do not receive blood and oxygen, and they soon die.

Blockage. In many cases, the arteries of the brain build up enough plaque to block the artery. When a blockage restricts the blood flow, the brain cells downstream of the blockage are starved for oxygen and die.

Aneurysm. A blood vessel in the brain can develop a weak spot that forms a bulge, just like a weak spot in a balloon. A person can develop one of these weak spots as a child and yet die of old age, never knowing it was there. However, if the weak spot breaks or ruptures, blood leaks out. It may continue to leak until a pool of blood forms. The skull is encased in bone (a solid material) and cannot expand. Therefore, the leaking blood creates an expanding pool that puts pressure on the brain. If there is enough pressure, the brain will stop functioning and the person will die.

Aneurysms can happen to people of any age, including children.

Signs and symptoms

- A sudden severe headache (common in an aneurysm)
- Unconsciousness
- Drooping of one side of the face because it is paralyzed
- Difficulty in speaking, possibly because the facial muscles are not working properly
- Loss of bladder and bowel control
- Unequal pupil size and failure to react to light
- Paralysis or weakness (usually on one side)
- Visual disturbances including blurred vision or blindness
- Change in the level of consciousness. A person may appear drowsy, confused or unable to figure out how to perform simple tasks such as doing up a zipper, turning on a light or tying shoelaces. If a person does not seem to be acting normally, something may be happening to the person's brain.

What to do

- Take a recognized first aid course so you know what to do when a person becomes unconscious.
- Recognize the problem. Early recognition is very important. The longer you wait the more brain cells will die.
- Call 911 or the emergency number in your area.

Transient Ischemic Attack (TIA)

A TIA is also called a little or "mini" stroke. In a TIA, plugged arteries can restrict blood flow in the brain, just as in a stroke. The difference is that, in a TIA, the blood flow is not restricted long enough to kill the brain cells and the person returns to normal.
The person may have the signs and symptoms of a stroke, but the effects are only temporary. They may last for hours or minutes. If this happens to you or anyone you know, seek medical aid as fast as you can. The person's returning to normal does not mean that things are okay. The person has a serious problem that needs medical attention.

****

My mom was visiting me from out of town. Although she had slept in the same room for a week, one evening she called me into the room and asked where the light switch was. She was looking straight at it when she asked me.
Since my mom had not had any problems finding the switch on previous days, I asked her how she was feeling. She complained of a funny feeling in her head but she had no pain. Against her protests and even though she did not seem confused any longer, I took mom to the hospital. Tests showed that she was having problems with her circulation and she was having a TIA. That's how subtle these emergencies can be.

****

Martin Lesperance is a fire fighter/paramedic, best selling author and keynote speaker on the topic of injury prevention. His talks are humorous but still have a strong underlying message. Contact him at www.safete.com or (403) 225-2011.

Lightning Safety Rules

Lightning is the most prevalent danger from thunderstorms. Thunderstorms are most likely to occur in the afternoon and evening hours.

Thunderstorms produce some of the most powerful weather on Earth, including tornadoes, large hail and destructive straight-line winds. However, the most dangerous aspect of thunderstorms is usually lightning. Over the past 10 years, lightning has killed more people than any other thunderstorm hazard. Lightning is also responsible for a great number of forest and rangeland fires, especially in the drier climate of the western USA. Each lightning stroke contains millions of volts of electricity; enough to supply power for several homes for about a month. Lightning also heats the surrounding air to temperatures of 50,000 degrees Fahrenheit. This rapid expansion of air due to heating generates an audible shock wave that we call thunder.

Lightning is unpredictable and occasionally behaves in strange ways. It can destroy one object without touching another one nearby. Lightning can also strike something such as a tree, then travel across the ground shocking anything and anyone in its path. Lightning normally strikes the tallest object in the area. Stay away from metal objects and water as they are good conductors of electricity from lightning.

Most lightning fatalities occur outdoors, and most often under or near tall trees, in or near water or on hilltops. Lightning can strike the ground up to 20 miles away from the parent thunderstorm. Based on this information, it is obvious why you need to take shelter from thunderstorms while outside. One reliable way to estimate your distance from a thunderstorm is the "Flash To Bang" technique. Count the number of seconds between the lightning strike and the thunder. Divide the number of seconds you count by five. Every five seconds equals about one mile. It is recommended that you should begin to seek shelter if the time between the lightning flash and the thunder is 30 seconds or less. You should not resume outdoor activities until 30 minutes after the last audible thunder. This is known as the "30/30 Rule".

Stay off corded telephones when lightning is in your area, since the electrical discharge from lightning can travel along the telephone lines and produce fatal results. It is also recommended that you unplug sensitive electronics such as computers when lightning is expected in your area. Stay away from electrical devices and stay out of shower stalls and bathtubs, swimming pools and lakes when thunderstorms threaten.

The best defense in protecting yourself from lightning is to plan ahead and avoid being caught in a vulnerable position. Check the weather forecasts prior to venturing outside, especially if you are traveling into mountainous or open terrain where there is little or no shelter. Plan outdoor activities for early in the day before thunderstorms develop.

If thunderstorms threaten, seek shelter in a building or in an enclosed metal roof vehicle, making sure all windows are closed. Never seek shelter under an isolated tree or small group of trees. If you are in a heavily forested area, take shelter in a low spot and away from the taller trees. However, avoid areas which could be prone to flash flooding. If you are caught in the open, do not lie flat on the ground. Instead, squat low to the ground, clasp your hands around your knees and put your chin to your chest. Make yourself the smallest target possible and minimize contact with the ground. Do not become a "human lightning rod".

Pesticide Safety Tips

Warm weather brings out all the little critters and many will be using pesticides to deal with this.

Although pesticides can be useful, they also can be dangerous if used carelessly or not are stored properly. Here are some tips for safer pest control:

The most effective way to reduce risks posed by pesticides is to use non-chemical control methods to reduce or eliminate pest problems. Around the home, such measures include removing sources of food and water (such as leaky pipes) and destroying pest shelters and breeding sites (such as litter and plant debris).

If you decide you must use pesticides, always read the label first and follow the directions to the letter, including all precautions and restrictions.

Don't use products for pests that are not indicated on the label and don't use more pesticide than directed by the label. Don't think that twice the amount will do twice the job.

Use protective measures when handling pesticides as directed by the label, such as wearing impermeable gloves, long pants, and long-sleeve shirts. Change clothes and wash your hands immediately after applying pesticides.

Before applying a pesticide (indoors or outdoors), remove children, their toys, and pets from the area and keep them away until the pesticide has dried or as recommended by the label.

Don't spray outdoors on windy or rainy days. Take precautions to keep the pesticide from drifting or running off into the vegetable garden, pool, or neighbor's yard.

Remove or cover food during indoor applications.

If using a commercial applicator or lawn care service, ask for information about potential risks and safety precautions to take.

Don't buy more pesticides than you will need. If you have leftover pesticides, check with your local government to determine whether your community has a household hazardous waste collection program or other program for disposing of pesticides. If no community program exists, follow label directions and any state or local regulations regarding disposal.

Keep the telephone number of your area Poison Control Center near your telephone: 1-800-222-1222.

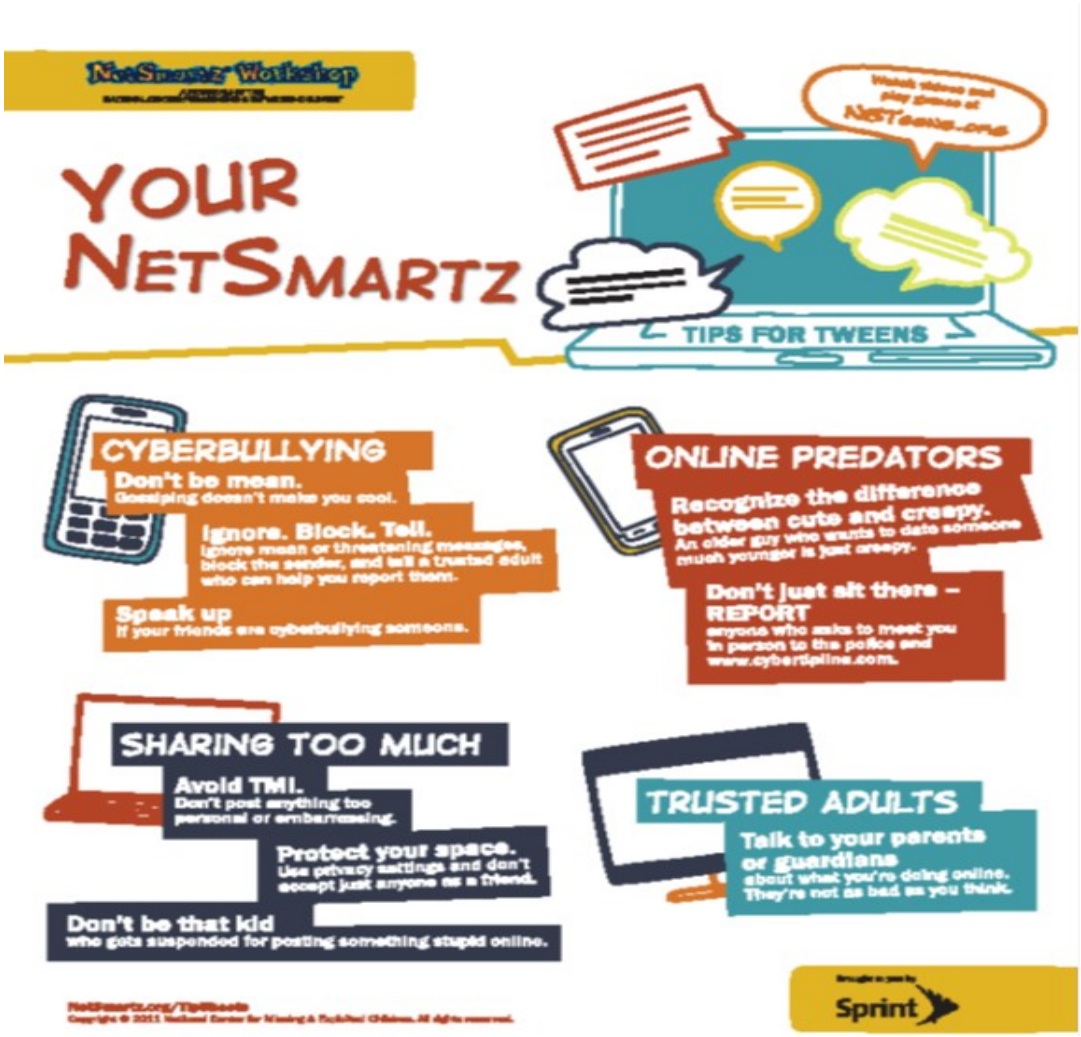
General First Aid Guidelines

Swallowed poison. Induce vomiting. ONLY if the emergency personnel on the phone tell you to do so. This will depend on what the person has swallowed; some petroleum products or caustic poisons will cause more damage if the victim is made to vomit.

Poison in eye. Eye damage can occur, within minutes with some types of pesticide. If poison splashes into an eye, hold the eyelid open and wash quickly and gently with clean, running water from the tap or a gentle stream from a hose for at least 15 minutes. Do not use eye drops or place chemicals or drugs in the wash water.

Poison on skin. If pesticide splashes on the skin, drench area with water and remove contaminated clothing. Wash skin and hair thoroughly with soap and water. Later, discard contaminated clothing or thoroughly wash it separately from other laundry.

Inhaled poison. Carry or drag victim to fresh air immediately. If you are able to get to the victim because of fumes, immediately contact the Fire Department. Loosen victim's tight clothing. If the victim is blue or has stopped breathing, give artificial respiration (if you know how) and call rescue service for help. Open doors and windows so no one else will be poisoned by fumes.

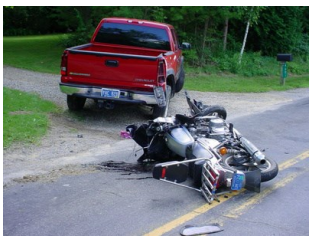


The weather and the long days are upon us. This brings the motorcycles out on the road. I have been riding since I was a young boy and through the years have seen my share of accidents. Being in pre-hospital emergency care I have seen terrible accidents which could have been prevented. So this topic is very meaningful to me personally.

Motorcycles are vehicles with the same rights and privileges as any motor vehicle on the roadway. All motorists are reminded to safely "share the road" with motorcycles and to be extra alert to help keep motorcyclists safe. Motorcyclists are reminded to make themselves visible to other motorists.

The most predominant cause of motorcycle accidents is when motorists do not recognize the presence of a motorcyclist on the road. This in turn causes collisions and the chances of the accident being fatal are quite high. Some of the accidents with vehicles involve one vehicle while others involve multiple motor vehicles. As mush as this is them most common cause of these accidents, cases of deliberate action by a driver resulting in accidents have registered very few occurrences if any

Most of the motorcycle accidents occur at junctions and at point of intersections. They are also common if the motorists violate the rules that govern the right of way as well as other rules regarding the control of traffic. Contrary to the belief of many people, unfavorable weather conditions have not been regarded as one of the major causes of accidents. However, if the weather conditions affect the glare and the visual acuity, then it increases the risk of accidents occurring.



AIR CIVIL

PATROL - NORTHEAST REGION

PO Box 2379
South Portland, ME 04116-2379

Lt Col Paul Mondoux
NER Director of Safety

Phone: 603-759-0178
E-mail: 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

Hand washing doesn't take much time or effort, but it offers great rewards in terms of preventing illness. Adopting this simple habit can play a major role in protecting your health.

EMAIL, IM, CHAT

E-mail

Through e-mail, users can easily send and receive messages. These messages may also have text, audio, and picture files attached. Signing up for an e-mail account is simple, as most services offer them for free and do not check the identities of users. This allows cyberbullies or scam artists to anonymously send harassing messages or spam. Sometimes these messages contain viruses, scams, or other inappropriate content.

Instant Messaging

Instant messaging programs allow users to exchange real-time messages with people from a list of contacts, also known as a "buddy" list. You may not know the identities of these buddies, as IM accounts can be acquired anonymously. Trusted adults should review children's buddy lists for unknown contacts, and talk to them about the identities of the people on the lists. Trusted adults should also learn some of the chat acronyms, such as POS (parent over shoulder) and A/S/L (age/sex/location), which some use to communicate over IM. This will help you be aware of anyone saying anything inappropriate to your child.

Chat Rooms

Chat rooms are online hang-out spots where anyone can talk about anything—current events, books, and other common interests. Users often do not know each other in real life, so it is important that trusted adults keep a close eye on the content of any conversations.

Chat rooms offer features which allow users to chat through private, one-on-one messages. Predators may use this to entice children into conversations about sex and offline meetings. Parents and guardians should be aware of secretive behavior, such as a child minimizing the screen when an adult enters the room.

Start a discussion At your meeting

- Do you use IM or chat rooms to talk to your friends and others?
- How many people do you have on your buddy/contact list(s) and who are they?
- Have you ever chatted with someone you did not know in real life? What kinds of things did you talk about?
- Does the social networking site you use have e-mail, IM, or chat rooms?

Do you know how to block others in chat rooms and IM? Can you show me how to do this?