



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



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Happy and Safe 4th of July

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/>

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July

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Independence Day

The 4th of July is not only traditionally fun, but it is also traditionally the holiday with the most fires. These fires can be as small as a burning bucket and some burned finger. However, it can be entire neighborhoods. WE know that some of us in the Region are not supposed to have fireworks but that normally does not stop anyone. For others it is legal as it is here where I am in NH.

There is roughly more than \$35,000,000 per year in fire damages nationally. These fires are due to fireworks, and decorations that are accented with fireworks. This ends up being expensive, not only for the government, and insurance companies, but also families who lose everything due to a fire. Even with insurance, families lose their private positions that may not be replicable or their lives.

The worst part is that many children are the ones that are injured in these types of fires. This is because they are not prepared to use fireworks safely. This is where you can do something about the fires from fireworks.

These tips also include safety measures you can take for your regular decorations.

Tip #1
 Have a fire extinguisher readily available. This way if there was an accidental fire, the fire can be put out quickly.

Tip #2
 Have water buckets and a hose available. This is also important in the case that a fire becomes larger than a small extinguisher can take care of.

Tip #3
 Bird safety is also important when it comes to 4th of July decorations. They end up eating the decorations, getting caught in them or getting hurt. If you have a family bird, or even if you want to consider the safety of a wild bird, keep in mind that the bright colors of red, white and blue will attract a bird as a chew toy.

Tip #4
 Alcohol is a favorite of many for the holiday celebrations. However, it is important to keep alcohol away from children and animals. There is a potential risk of alcohol poisoning if consumed by a child or animal.

Tip #5
 Some decorations have smaller parts, or dangerous chemicals. This is another area that can be dangerous to small children and animals. If there is going to be small children and animals around, it is important to make sure that the decorations are safe in the lower areas.

Tip #6
 When you are disposing of 4th of July decorations and fireworks, make sure that they are completely free of heat and fire. This way there will not be a smoldering fire happening after the party is over.

Tip #7
 When you decorate the area that you will be setting off fireworks, it is important to make sure that the decorations are a safe distance from the actual fireworks. This should be a roped off area, that is away from children.

Tip #8
 Make sure that the area you are lighting fireworks off is also free of bushes, dry grass, trees, streamers, balloons, flammable helium, and other fire hazardous materials.

Tip #9
 Safety includes removing small pieces of balloons, fireworks, and other items that are able to choke small children. The main thing about decorations that is dangerous to small children is either choking, or being strangled by them.

Tip #10
 Stay away from illegal fireworks. They are illegal due to the increased danger involved with certain types of fireworks.

Be informed on your local laws on the use of fireworks and outside fires. And be Safe.



Sun Safety: Save Your Skin!

Sun safety is never out of season. Summer's arrival means it's time for picnics, trips to the pool and beach—and a spike in the number of sunburns. But winter skiers and fall hikers need to be as wary of the sun's rays as swimmers do. People who work outdoors need to take precautions as well.

The need for sun safety has become clear over the past 30 years, with studies showing that exposure to the sun can cause skin cancer. Harmful rays from the sun—and from sunlamps and tanning beds—may also cause eye problems, weaken your immune system, and give you unsightly skin spots, wrinkles, or "leathery" skin.

Sun damage to the body is caused by invisible ultraviolet (UV) radiation. People recognize sunburn as a type of skin damage caused by the sun. Tanning is also a sign of the skin reacting to potentially damaging UV radiation by producing additional pigmentation that provides it with some—but often not enough—protection against sunburn.

No matter what our skin color, we're all potentially susceptible to sunburn and the other detrimental effects of exposure to UV radiation. Although we all need to take precautions to protect our skin, people who need to be especially careful in the sun are those who have

- pale skin
- blond, red, or light brown hair
- been treated for skin cancer
- a family member who's had skin cancer

If you take medicines, ask your health care professional about extra sun-care precautions, because some medications may increase sensitivity to the sun.

Cosmetics that contain alpha hydroxy acids (AHAs) also may increase sun sensitivity and susceptibility to sunburn. To learn more about this, see the Food and Drug Administration (FDA) fact sheet on AHAs5.

Reduce Time in the Sun

It is important to limit sun exposure between 10 a.m. and 4 p.m., when the sun's rays are strongest. Even on an overcast day, up to 80 percent of the sun's UV rays can get through the clouds. Stay in the shade as much as possible throughout the day.

Dress with Care

Wear clothes that protect your body. Cover as much of your body as possible if you plan to be outside on a sunny day.

Wear a wide-brimmed hat, long sleeves, and long pants. Sun-protective clothing is now available. However, FDA does not regulate such products unless the manufacturer intends to make a medical claim. Consider using an umbrella for shade.

Be Serious about Sunscreen

Check product labels to make sure you get a "sun protection factor" (SPF) of 15 or more. SPF represents the degree to which a sunscreen can protect the skin from sunburn. The higher the number, the better the protection "broad spectrum" protection—sunscreen that protects against all types of skin damage caused by sunlight water resistance—sunscreen that stays on your skin longer, even if it gets wet. "Water-resistant" does not mean "waterproof." Water-resistant sunscreens need to be reapplied as instructed on the label

Tips for Applying Sunscreen

Apply the recommended amount evenly to all uncovered skin, especially your lips, nose, ears, neck, hands, and feet. Apply sunscreen 15 minutes before going out in the sun.

If you don't have much hair, apply sunscreen to the top of your head, or wear a hat.

Reapply at least every two hours.

Give babies and children extra care in the sun. Ask a health care professional before applying sunscreen to children under 6 months old.

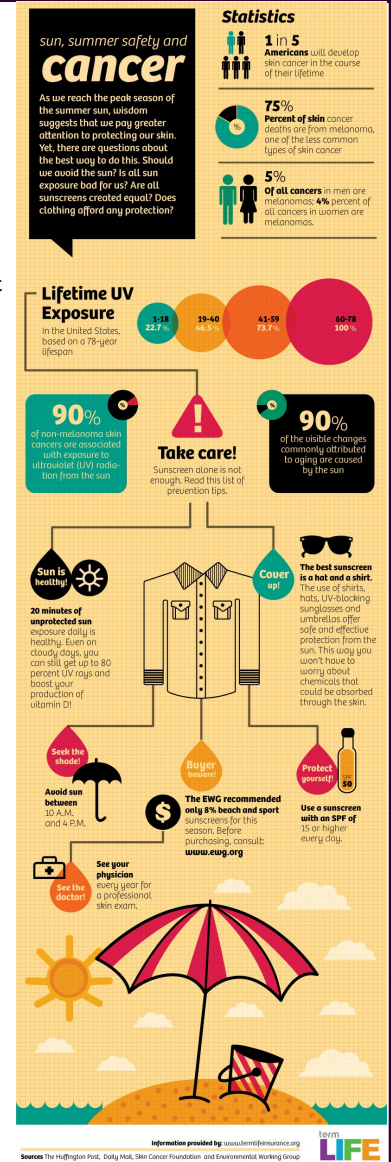
Apply sunscreen to children older than 6 months every time they go out.

Protect the Eyes

Sunlight reflecting off snow, sand, or water further increases exposure to UV radiation, increasing your risk of developing eye problems such as cataracts.

Long hours on the beach or in the snow without adequate eye protection also can result in a short-term condition known as photokeratitis, or reversible sunburn of the cornea. This painful condition that is also known as "snow blindness" can cause temporary loss of vision.

This article appears on [FDA's Consumer Updates page](#)



CAMELBAKS



Anyone, seniors, Cadets and those in ES and especially ground team personnel love our Camelbaks, but any hydration pack with a bladder requires cleaning and maintenance. We have recently seen members that have become sick after using their packs

during events. The issue is mold and other contaminants internally to un clean packs. These Camelbaks need to be cleaned to prevent illness. These same issues arise with WATER BOTTLES and CANTEENS.

- Remove the flexible hydration reservoir from the cloth cover or pack, if it's in one.
 - Unscrew the cap from the reservoir and drain the contents completely.
 - Mix a solution and Scrub the inside of the hydration reservoir with this solution, using a baby bottle brush to clean inside the reservoir.
 - Run your mixing solution through the drinking tube. Scrub inside the tube using a long pipe cleaner.
- Remove odors, if necessary, by filling the reservoir with water, adding 2 tablespoons of baking soda, and letting it sit overnight.
- Rinse the reservoir several times with clear water, drain completely and, if the neck opening is wide enough, wipe the inside dry with a clean cloth.
 - Wash the cloth pack itself in mild detergent and water. If your pack has a tag stating that it's okay to machine wash, go ahead and wash it on the gentle cycle. If there's no tag, you should wash it by hand just to be safe.
 - Leave the reservoir to air-dry overnight, with the cap still unscrewed. The cloth pack can air dry at the same time.
 - Check to make sure the reservoir and pack are both completely dry. If they're not dry, leave them be to continue drying. Once they are dry, replace the reservoir in the cloth pack.

Here are some Cleaning solutions

Baking Soda - Bicarbonate of Soda

Mix baking soda with water and allow it to soak in the bladder - anywhere from an hour to overnight. If you are getting ready to use it the next day, it's best to allow it to dry overnight. How much baking soda? I've seen recommendations from 2 tablespoons to half a cup, mixed with hot water to help it dissolve. After it soaks, rinse thoroughly with warm water.

Baking Soda and Lemon or Lime Juice

This combination is also recommended, but be warned that it produces a foaming action. Mix a couple of tablespoons of baking soda in a couple of cups of water, put it into the hydration bladder. Now add a similar amount of lemon juice or lime juice and be prepared for the bubbling. Allow that to sit for 30 minutes to overnight and rinse thoroughly with warm water.

Denture Cleaning Tablets

Here's the easy way - use denture cleaning tablets. Drop them into water in the pack and allow it to work for 15 minutes as they recommend for dentures. Rinse thoroughly. Some recommend not getting the ones with mint flavor unless you want your water to always taste minty fresh.

Baking Soda and Vinegar

Fill the bladder, add 1 tablespoon of vinegar and shake it, then add 1 tablespoon baking powder then shake it. Now drain and rinse thoroughly. This is reported to be good to remove the chlorine taste after bleaching the bladder.

Bleach Solution

Add a capful or teaspoon of bleach to enough water to fill the reservoir. Allow to bleach for an hour to overnight. Rinse very thoroughly with 4 or more changes of water. I would recommend then following that with the baking soda and lemon juice or vinegar to help remove the bleach flavor. But this is the best way to kill fungus and bacteria, especially if you see visible growth.

BE SAFE



GENERAL AVIATION SECURITY EDUCATION

You have seen this article before and I thought it was time to look at GA security again.

General aviation faces such threats as terrorism, aircraft theft and drug trafficking. One way to mitigate these threats is through security training programs for airport managers, airport employees and pilots. The Transportation Security Administration, along with private organizations such as the Aircraft Owners and Pilots Association, have developed specific training programs designed to aid users in identifying, diffusing and subduing such threats to security.

History

In the early days of aviation, airport security was an afterthought. Then several hijackings and aircraft thefts occurred in the late 1960s. The Federal Aviation Administration devised the first specialized security training program for general aviation in the 1970s. After the attacks of Sept. 11, 2001, the TSA strengthened security requirements for certain general aviation airports, and also formulated several best practices to improve security and security training.

Large Airports

Airports that operate under Federal Aviation Regulation Part 107.205, which are usually larger airports with commercial air traffic, are required to implement secure identification display area procedures and give yearly training on those SIDA procedures. The security training program educates airport managers and employees on security threats such as terrorism, aircraft theft, drug trafficking and unauthorized airport entry and equips them to effectively deal with those threats.

Under the SIDA program, airport managers, employees and anyone who has access to secured areas of an airport undergoes yearly airport-specific security training. This training covers the landside (terminals, parking lots, grounds), the airside (runways, taxiways and ramps) and the SIDA (any area where an ID badge is required for entry; it usually includes sections of the airside and the landside). SIDA training can normally be done within a day. Successful completion of the training allows a user to receive a SIDA badge, which he needs to access the restricted region of the airport.

General aviation airports that do not operate under Part 107.205, which are usually small airports without commercial air traffic, do not have to implement SIDA training. Airport managers often encourage employees and pilots to take advantage of optional private security training programs, such as the Airport Watch program developed by AOPA in partner-



ship with the TSA. The program trains pilots and airport employees how to identify suspicious activity and report it to the appropriate authorities. Airport Watch training can be done within a day. Also, the FAA operates a tip line, called 1-866-GA-SECURE, through which airport users can report suspicious activity.

Benefits

Airport security training educates airport managers, employees, pilots and other users on the latest security threats to general aviation and measures they can take to mitigate those threats. Additionally, yearly training such as that found in the SIDA program provides a way to keep current on procedures and policies.

Misconceptions

One common misconception is that security training for general aviation does not exist. Another misconception is that security at general aviation airports is fairly lax. Actually, airports subject to FAR Part 107.025 are held to stringent security regulations, and extensive training programs are mandated by the TSA. Smaller airports are also encouraged to enact security training measures.



References

[Transportation Security Administration: Airport Security Guidelines](#)

[Aircraft Owners and Pilots Association: Airport Watch Program](#)

Carbon Monoxide (CO) Poisoning in Aviation (review)

CO is a colorless and odorless gas produced by all internal combustion engines. Attaching itself to the hemoglobin in the blood about 200 times more easily than oxygen, CO prevents the hemoglobin from carrying oxygen to the cells, resulting in hypemic hypoxia. The body requires up to 48 hours to dispose of CO. If severe enough, the CO poisoning can result in death.

Aircraft heater vents and defrost vents may provide CO a passageway into the cabin, particularly if the engine exhaust system has a leak or is damaged. If a strong odor of exhaust gases is detected, assume that CO is present. However, CO may be present in dangerous amounts even if no exhaust odor is detected.

Disposable, inexpensive CO detectors are widely available. In the presence of CO, these detectors change color to alert the pilot of the presence of CO. Some effects of CO poisoning are headache, blurred vision, dizziness, drowsiness, and/or loss of muscle power.

Any time a pilot smells exhaust odor, or any time that these symptoms are experienced, immediate corrective actions should be taken. These include turning off the heater, opening fresh air vents and windows, and using supplemental oxygen, if available.

Tobacco smoke also causes CO poisoning. Smoking at sea level can raise the CO concentration in the blood and result in physiological effects similar to flying at 8,000 feet. Besides hypoxia, tobacco causes diseases and physiological debilitation that are medically disqualifying for pilots

Aeronautical—Review

Take-Off Procedures

- Situational Awareness: Monitor ground and tower frequencies to remain aware of operations that may affect your departure.
- Clearance: Read back your clearance for take off or position and hold.
- Verification: Ensure you are using the correct runway.
- Vigilance: DO NOT enter the run-way until you have visually cleared the final approach for landing traffic.

Approach Procedures

- Sterile Cockpit: Avoid unnecessary conversation until reaching the ramp.
- ATIS: Copy ATIS as soon as practical
- Anticipate: Use ATIS and the air- port diagram to anticipate your landing runway and taxi route to the ramp.
- Radio: Have tower and ground control frequencies in standby or ready and available.

Landing Procedures

- Lights: Use appropriate external aircraft lighting.
- Refuse: DO NOT accept any landing clearance or request (Such as Land and Hold Short - LAHSO) that you cannot meet.
- Clearance: Repeat clearance to land.
- Verification: Ensure that you are lined up on correct runway.
- Vacate: Clear the active runway, cross the hold lines, and STOP BEFORE contacting ground control.

Taxi Procedures

- Radio: Contact ground control
- Clearance: Copy your taxi clearance.
- Route: Determine your position on the airport and use the airport diagram to taxi. If unsure at any time, STOP! Clarify or ask for progressive taxi vectors. Verify before entering or crossing ANY runway.

HIKING SAFETY TIPS

Let's get out and have some fun. Proper preparedness and hazard awareness can prevent hiking injuries. Some of these tips are obvious especially for CAP and Ground Team members but what about when you go out on your own or not on a CAP activity? Some basic precautions need to be applied to have a safe and enjoyable time outside.

Be prepared

Wear sturdy boots that are broken in and are comfortable and know how they respond to wet slippery surfaces. Get in trail shape before the trip--fatigue often leads to injuries. Traveling with at least one hiking companion adds to your safety margin.



Wear pants, wind or rain pants, and a long sleeve shirt during more hazardous hiking conditions, such as after a rain. The extra clothing can reduce the degree of any injuries from a fall.



A **hiking pole** or walking stick can be very helpful in maintaining your balance in hazardous conditions. Stay aware of your surroundings, and preplan your approach to more hazardous areas.

Extra weight wears you down and reduces your agility over uneven terrain. Pack as light as possible. Leave the extras behind.

And aware

Anything wet (from dew, rain, frost, snow) can be a hazard and even more so if it's on a slope - water bars, tree roots, bare rock, stepping stones, tree branches, loose pebbles/fine rocky soils, muddy ground, board walks. A moose with a calf; bulls in rut, and Yellow jacket nests in the ground near the trail can also be hazards while hiking.

Know how to hike avoid hazards

Step over water bars, logs, or tree roots rather than on them. These surfaces are often slippery, and your feet may slide sideways, especially on a slope.

Board walks can be very slippery when wet. Slow

your pace, keep your steps shorter, and your weight over your feet. (Do not slide into your step.) When stepping on stepping stones, keep your weight centered over your step to avoid sliding or slipping. When faced with barren rock on a slope, you may find there is a better option just off to the side where people have traveled. Look for it.

When faced with barren rock on a slope, you may find there is a better option just off to the side where people have traveled. Look for it.

Think ahead of time what you'll do if you start to slide or fall so you are prepared for it. If falling, do not try to catch yourself; try to avoid landing on your hands, elbows or knees. Landing on the side of your body is much safer. If you start to slide, sometimes you can stop the slide, (with a hiking pole, or hanging on to a tree). If the slope is such where you know you are going to slide, lowering your center of gravity, by sitting down and sliding on your feet or bottom, is safer. If sliding while standing up keep your weight over your feet and bend your knees--do not lean back or forward while sliding.

If you come upon moose, don't get too close. Give them enough distance. Use binoculars or zoom lens to get a closer look. Watch for Yellow Jacket nests in the ground near the trail, and make sure you carry an emergency sting kit if you are allergic to bees.

And how to avoid becoming fatigued

Fatigue slows your awareness and preparedness to hike safely. Avoid fatigue by following these guidelines: Stay hydrated - drink plenty of water, even on cool, wet days.





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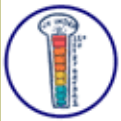
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SOUTH PORTLAND, ME 04116-2379

**Lt Col Paul Mondoux
NER Director of Safety**

Phone: 603-759-0178
E-mail: pmondoux@ner.cap.gov

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**Check the
UV Index**

The UV Index provides important information to help you plan your outdoor activities in ways that prevent sun overexposure.



Remember—Remember –Remember

We take Safety very seriously and Safety is an everyday thing that needs to be included in everything that we do. Safety can not be neglected or bypassed just because it is more convenient to do so.

BE SAFE

**SafeTips
SAFETY IN THE WATER**

If you decide to take go swimming at a public pool, make sure a lifeguard is present keeping a watchful eye on everyone.

If you're at a beach, be even more vigilant. Lifeguards cannot obviously keep watch at all times.

In home swimming pools, prudence is even more necessary since you are the lifeguard, so be careful. One suggestion is to install four-sided isolation fencing around the pool with self-closing and self-latching gates to prevent direct access to the pool from a house and yard.

There is NO substitute for adequate supervision. The "buddy system" of two children, is no substitute. Even people that can swim, very well, can drown when they bump their head, become entrapped, or have medical emergencies like seizures or black outs.

DON'T LET THEM OUT OF YOUR SIGHT!

**SafeTips
PRACTICE BIKE SAFETY**

While bike riding is a staple of summer for many, it can lead to death and injury for those who aren't careful. Some rules for bike safety are:

1. Always wear a bike helmet. Most bike deaths are a result of head injury and helmets can help prevent this. Helmets should sit evenly between the ears and low on the forehead.
2. Ride your bike in a way cars know you are there. Wear bright colors or clothes that reflect light at night so cars, buses, and trucks can see you. Also, get a headlight for the front of your bike and "reflectors" on the front and back of your bike if you ride at night.
3. Follow bike traffic rules. Bikes have to follow the same traffic rules and signs as cars. You must ride in the same direction as the cars are going, ride your bike single-file, signal when you want to stop or turn, look out for holes, wet leaves, or cracks in the street which can make you crash your bike. As well, ride away from the curb in case a car pulls out or someone opens a car door suddenly .

**REMEMBER TO ATTEND AND RECORD YOUR MONTHLY
SAFETY MEETING ATTNDANCE THIS IS MANDATORY
FOR ALL ACTIVE MEMBERS.**