



CIVIL AIR PATROL - NORTHEAST REGION
UNITED STATES AIR FORCE AUXILIARY
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- NER Website
<http://www.ner.cap.gov/>
- NER Safety
<http://nerse.nhplm.org>
- National Safety Pages
<http://members.gocivilairpatrol.com/safety/>

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

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NER Safety Statistics
<http://nerse.nhplm.org/files/NER%20Safety%20Statistics.pdf>

April

Newsletter Date

04-02-2010

Poison Hazards That SPRING Up

The advent of the Spring and Summer months brings an increase in the incidence of poisonings in those who venture out from the confinements of our homes. Spring Cleaning may also be on your mind during the spring. Children and Pets are especially prone to poisoning accidents all the time but more so this time of year. This problem is of great concern and we all need to be cautious and be aware of some of the potential hazards.

Pesticides:

All pesticides are poisonous and can have serious effects on people, pets and wildlife. Use proper safety methods when storing, applying or disposing of pesticides and their containers. Call the Poison Control Center if you have questions. National Capitol Poison Control Center **1-800-222-1222**

Plants and Mushrooms:

Many outdoor and indoor plants are poisonous. This includes the berries on many plants.

Know the names of your plants to ensure proper identification.

All yard mushrooms are considered poisonous unless positively identified otherwise by a trained mycologist.

Solvents Used in Spring Cleaning:

Can be poisonous. Follow label instructions and use them carefully.

Have good ventilation

Do not leave cleaning supplies within reach of children or Pets.

Hydrocarbons:

With warm weather, hydrocarbons in the form of gasoline, kerosene and charcoal lighter fluid, make their appearance. These can be very poisonous. Oil based paints, paint thinners and turpentine can also be harmful, even if ingested in small amounts. Every year children and even adults are poisoned when gasoline or motor oils are placed in non marked bottles. Store all of these products in well marked or better yet their original containers.

**No matter how careful we are,
 accidents can occur.
 in case of an emergency.**

1-800-222-1222

Safety Officer Quarterly Meetings

Quarterly meetings with all Region Wing Safety Officer will be conducted quarterly. These meetings will be in the form of a teleconference.

Content of these meetings will be a short safety brief, Information on the Status of the Region and National and an open forum.

Notice of the date and times will be sent out in advance to the NER Safety email list.

2nd QTR will be at the end of April a notice will be sent out

Dates will be posted on the NER Safety Website and notices will be sent out.

Anyone interested in attending these meetings are welcome.

NER Quarterly Safety Report

This report is to be used by all Wing level Safety Officers to report Quarterly Compliance to the Region

NER Staff Safety Meeting Form

This report is for all Region Staff Members to report there monthly Safety Meeting Compliance. This is Mandatory for all Staff Members of NER.

<http://nerse.nhplm.org>

Emergency Landing

*Airplanes can be replaced;
people cannot be replaced*



This is to re-enforce last months Emergency Landing article. Too many fatal weather accidents are classified as "maintained VFR in IFR conditions." These accidents undoubtedly result from the desperate attempt to get through the weather because the underlying terrain did not fit the pilot's mental picture of an emergency landing area.

Previous training generally stresses that it is necessary to find a *suitable landing area*. This stops the pilot from considering a precautionary landing, unless he can save the aircraft. He will avoid a touchdown in terrain where aircraft damage is unavoidable. Despite your financial stake in an airplane, there are times when you should be more interested in sacrificing the airplane, so you can walk away from it.

Before an accident occurs, you have the option of making a precautionary landing. It is better to make a controlled-crash landing, instead of continuing until it is too late.

A precautionary landing should be made when further flight is possible, but inadvisable. Most precautionary landings are caused by:

- Deteriorating weather that could lead to "continued
- Poor flight planning.
- Becoming lost with the complication of fuel shortage,
- Poor preflight procedures or poor fuel management.
- Gradually developing engine trouble or failure to use
- Approaching darkness in formidable terrain.

Engine failure in a single-engine airplane precludes the possibility of a precautionary landing. Almost any terrain can be con-

sidered suitable for surviving a crash landing. That is, if the pilot knows how to use the aircraft structure to protect himself. Keep the vital structure (cockpit and cabin area) intact. Use the wings, landing gear and fuselage bottom to absorb the energy of stopping. Avoid body contact with the interior by using the seat belt and shoulder harness. If time allows, use any padding

available such as excess clothing, blankets and pillows. Energy absorbing materials such as small trees, brush, vegetation, deep snow and manmade structures (fences) should be used during the landing to dissipate energy.

Sudden stops injure. Manufacturers design the typical general aviation airplane to provide protection in crashes up to 9 g's in a forward direction. Compression (vertical descent) will cause serious injuries and death more readily than forward decelerations. If you have to land on trees, do not "drop it in."

Most pilots will instinctively, and correctly, look for the largest available flat and open field for an emergency landing. But, very little stopping distance is required if the speed can be dissipated uniformly, that is, spread evenly over the available distance.

Terrain appearances from altitude can be very misleading and considerable altitude may be lost before the best location can be pinpointed. Do not hesitate to change your landing site for one that is obviously better, but not too often, or too low. Generally you should not change your mind more than once. A well-executed crash landing in bad terrain can be less hazardous than an uncontrolled touchdown on an established field.

The pilot who knows his aircraft and understands the techniques that will insure a survivable emergency landing under adverse conditions, has no reason for morbid preoccupation with the possibility of being forced down. The peace of mind associated with this knowledge should improve the pilot's overall performance, which may prevent an emergency or benefit its outcome.

Guidelines for Submitting the On-line CAP Form 78

When entering data and reporting using the on-line form 78 Too often the reporting member enters long drawn out excuses for the incident and far too much irrelevant information.

Remember the details of the incident are the job of the investigator.

For example if you are reporting that a cadet fell while attending an event, simply put: "Cadet fell and cut knee. First aid administered and cadet sent home with

parent." The names, the event and location are other entries on the form. Also, please check your spelling and grammar before clicking the "submit" button.

Another example, which was submitted sounded more like a lengthy taxi clearance across ORD that ended with the statement that one of the

aircraft's main tires went flat while taxiing.

In this case the report should simply have stated: "While taxiing N123CP at XXX the left main tire deflated. There were no injuries."

Potential Flight Hazards



Accident Cause Factors

The 10 most frequent cause factors for general aviation accidents that involve the pilot-in-command are:

1. Inadequate preflight preparation and/or planning.
2. Failure to obtain and/or maintain flying speed.
3. Failure to maintain direction control.
4. Improper level off.
5. Failure to see and avoid objects or obstructions.
6. Mismanagement of fuel.
7. Improper inflight decisions or planning.
8. Misjudgment of distance and speed.
9. Selection of unsuitable terrain.
10. Improper operation of flight controls.

Alertness. Be alert at all times, especially when the weather is good. Most pilots pay attention to business when they are operating in full IFR weather conditions, but strangely, air collisions almost invariably have occurred under ideal weather conditions. Unlimited visibility appears to encourage a sense of security which is not at all justified. Considerable information of value may be obtained by listening to advisories being issued in the terminal area, even though controller workload may prevent a pilot from obtaining individual service.

Giving Way. If you think another aircraft is too close to you, give way instead of waiting for the other pilot to respect the right-of-way to which you may be entitled. It is a lot safer to pursue the right-of-way angle after you have completed your flight

VFR in Congested Areas

A high percentage of near midair collisions occur below 8,000 feet AGL and within 30 miles of an airport. When operating VFR in these highly congested areas, whether you intend to land at an airport within the area or are just flying through, it is recommended that

extra vigilance be maintained and that you monitor an appropriate control frequency. Normally the appropriate frequency is an approach control frequency. By such monitoring action you can "get the picture" of the traffic in your area. When the approach controller has radar, radar traffic advisories may be given to VFR pilots upon request.

Parts taken from FAA aeronautical Information Manual

http://www.faa.gov/air_traffic/publications/ATpubs/AIM/



Allergies

Spring is here and with that now starts the watery eyes, Sneezing and stuffy noses. At least one out of every 5 Americans suffers from allergies. Common causes of allergy symptoms include food allergies such as peanut allergy or milk allergy, and seasonal allergies resulting from grass, weed, tree pollen, or various molds. Cat allergies and dog allergies can also cause one to be miserable.

While Spring goes into full bloom, you may be in real misery.

Allergies are an abnormal response of the immune system. Those who have allergies have an immune system that reacts to a usually harmless substance in the environment. This substance (pollen, mold, animal dander, etc.) is called an allergen.

A person is exposed to an allergen by inhaling it, swallowing it, or getting it on or under their skin. After a person is exposed to the allergen, a series of events create the **allergic reaction**:

The body starts to produce a specific type of antibody, called IgE, to bind the allergen. The antibodies attach to a form of blood cell called a mast cell. Mast cells can be found in the airways, in the intestines, and elsewhere. The presence of mast cells in the airways and GI tract makes these areas more susceptible to allergen exposure.

The allergens bind to the IgE, which is attached to the mast cell. This causes the mast cells to release a variety of chemicals into the blood.

Histamine, the main chemical, causes most of the symptoms of an allergic reaction.

Common symptoms of an allergic reaction to inhaled or skin allergens include:

- Itchy, watery eyes
 - Sneezing
 - Itchy, runny nose
 - Rashes
 - Feeling tired or ill
- Hives (a rash with raised red patches)



There is no cure for allergies, but there are several types of medications available -- both over-the-counter and prescription -- to help ease annoying symptoms like congestion and runny nose. These allergy drugs include **antihistamines, decongestants**, combination medicines, corticosteroids, and others

Many over-the-counter antihistamines cause drowsiness. Non-sedating antihistamines are available by prescription.

If you do have these symptoms and Take medications be aware of the side effects which may cause problems in what we do. Be careful and know your limitations especially when taking over the counter drugs.

Antifreeze

Good for Your Car, Bad for You, Your Kids and Pets

We couldn't drive anywhere without it. But only small amounts are dangerous if your children, pets, or anyone else swallows it. Here's what you need to know.

Why would anyone swallow antifreeze? Children swallow ANYTHING they can reach, just because it's there. Pets lap it up because it's sweet. Adults have been poisoned because someone poured antifreeze into soft drink containers. Antifreeze naturally has a sweet taste, so even adults can be fooled.

How does antifreeze harm you? Antifreeze is tricky. For several hours after someone swallows it, everything seems fine. But the body is busy breaking down the antifreeze (ethylene glycol) into a number of substances that affect your blood chemistry, nervous system, and kidneys. After a few hours, someone poisoned by antifreeze may seem drunk or groggy and complain

of stomach distress. After a few more hours, the victim may go into a coma. The kidneys can be damaged and stop making urine. If the victim survives, there may be permanent damage to the kidneys and brain.

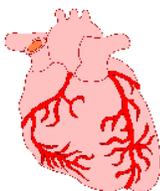
How is antifreeze poisoning treated? The best time to treat is BEFORE symptoms develop!! If you think someone has swallowed antifreeze, call the poison center right away at 1-800-222-1222. The poison center experts will tell you exactly what to do. If hospital care is needed, treatment may include an IV antidote and kidney dialysis.

How do I prevent antifreeze poisoning? Children (and pets) won't swallow or touch anything that's out of their sight and reach. Store antifreeze in its original container, locked where children can't see or reach it. Don't use antifreeze when children or pets are around. Re-close the cap tightly after use. Clean up any spills or leaks immediately. And never transfer antifreeze to another container, especially a food or drink container.

Cardiac Emergencies:

It is important to recognize the following symptoms as signals of a heart attack:

Persistent pain or discomfort in the chest: This constant pain can range from a mild discomfort to a very painful crushing sensation in the chest. Common descriptions of this pain include "pressure," "heaviness," "squeezing," "tightness," or "aching" in the chest. The pain is usually located in the center of the chest, and can spread to the shoulder, arm, neck, jaw, or back. Seek immediate medical care when the pain is severe, does not stop after 10 minutes, or is still felt during rest.



Difficulty breathing: This may accompany chest pains along with pale or bluish skin, heavy sweating.

Changes in pulse rate: The pulse rate may be irregular, or may be faster or slower than the victim's normal pulse rate. These symptoms generally indicate something other than a heart problem: A brief, stabbing pain; pain that gets worse with bending or breathing deeply.

Call EMS

If a victim experiences any symptoms of a heart attack, call EMS!



If a victim is having a heart attack:

Conscious victim: Find out from the victim if he/she has a history of heart disease, or if he/she is on any medication for a heart condition. Make sure to call professional medical care as soon as possible. Keep the victim calm by remaining calm yourself. Be alert of any changes in the victim's condition, and be prepared to perform Cardiopulmonary Resuscitation (CPR)

Unconscious victim: If you are certified in CPR be prepared to perform CPR.

CALL EMS and get help!

911



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Professional Development Note

NER Staff College
Registrations are now
open

[http://
nersc.nhplm.org](http://nersc.nhplm.org)



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 TICKS

Ticks are small bloodsucking parasites. Many species transmit diseases to animals and people. Some of the diseases you can get from a tick bite are Lyme disease, ehrlichiosis, Rocky Mountain spotted fever and tularemia.

Some ticks are so small that they can be difficult to see.

Ticks may get on you if you walk through areas where they live, such as tall grass, leaf litter or shrubs.

Tick-borne diseases occur worldwide, including in your own backyard. To help protect yourself and your family, you should Use a chemical repellent with DEET, permethrin or picaridin

Wear light-colored protective clothing

Tuck pant legs into socks

Avoid tick-infested areas

Check yourself, and each other and your pets daily for ticks and carefully remove any ticks you find

SafeTips

CAUTION-

The CFRs prohibit a pilot who possesses a current medical certificate from performing crewmember duties while the pilot has a known medical condition or increase of a known medical condition that would make the pilot unable to meet the standards for the medical certificate.

Even a minor illness suffered in day-to-day living can seriously degrade performance of many piloting tasks vital to safe flight. Illness can produce fever and distracting symptoms that can impair judgment, memory, alertness, and the ability to make calculations. Although symptoms from an illness may be under adequate control with a medication, the medication itself may decrease pilot performance.

The safest rule is not to fly while suffering from any illness. If this rule is considered too stringent for a particular illness, the pilot should contact an Aviation Medical Examiner for advice.

All Safety Officers must be involved in Emergency Services and must be
working towards Mission Safety Officer