

# TOP 3 SAFETY APPS

“There’s an app for that!”

## iFirstAid Lite for iPhone

Based on the award winning FIRST AID EMERGENCY HANDBOOK by Survival Emergency Products, iFirstAid is full of the critical First Aid information and procedures you need at your finger tips when confronted with a emergency situation, such as:

- Resuscitation / CPR
- Bleeding
- Choking
- Bites and Stings
- and much more ...



## Safety Button for iPhone

With the press of one button you can do either or all of the following:

- Text your position
- Email your position
- Make a distress call
- Sound an alarm

## Life360 for Droid

Tracker

- Track your family members on a map

Sex Offender Monitoring

- See sex offenders in your neighborhood and access their name, picture, crime, and address.

Emergency Messenger

- Communicate and reconnect with your family after a major emergency even if most infrastructure fails.

Life360ID

- Emergency identification for kids, athletes, and adults. Let first responders access your vital data.



# SAFETY HAWK



March 2010

SAFETY OFFICER	PILOT NATOPS	NFO NATOPS	AVIATION SAFETY	GROUND SAFETY	SAFETY P.O.
LCDR WAIDELICH	LT BERG	LT REISS	LT ROSE	LTJG WELLS	AMI WILLIAMS

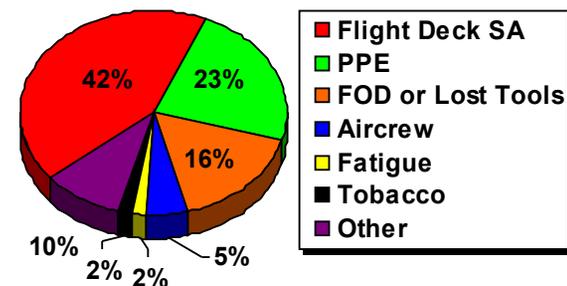
Seahawks:

With an impending at-sea period and deployment on the horizon, now is the perfect time to look at where we stand today, how we got there, and where we want to go from here. Our squadron has been outstanding this year both at work and at home. Your dedication to performing your duties at work professionally and being good stewards when away from the squadron has not gone unnoticed. Please keep up the good work, and remember that you are the safety department’s first line of defense!

- LCDR Waidelich, VAW-126 Safety Officer

# SUSTAINEX 10 ROUNDUP

During our last SUSTAINEX in January, there were 61 events reported by or to the Aviation Wing Safety Duty Officer. During the Safety Stand Down we discussed the importance of Flight Deck Situational Awareness, PPE, FOD Prevention, and Lost Tools, but there were other events that fell into the “fatigue”, “tobacco”, or “other” categories. What were these events?



The one “fatigue” incident was when Deck personnel were observed sleeping while manning Support Equipment. Remember that the flight deck is not a place to rest. Supervisors must ensure personnel are alert and attentive when up on the flight deck. If personnel cannot stay awake they must be removed from the flight deck.

The one “tobacco” incident was not so much an event as it was the Handler noticing that tobacco use on the flight deck has been on the rise and that there have been used tobacco wads found on the flight deck. There is a zero tolerance policy with regards to tobacco use on the flight deck, and if you decide to take the risk, be prepared for the repercussions.

The “other” incidents were not so much “incidents” as they were notices to personnel to exercise extreme caution no matter where on the boat they were working. Remember while on board, the flight deck is not the only dangerous place on the ship. Also, remember that if you are going to take photographs on the flight deck, you must have an escort/observer. With all that is happening on the flight deck, someone who is fixated on taking pictures needs someone to be their eyes and ears.

All of the events described above accounted for over 20% of total reported events. Let’s all work together to reduce their frequency and make it back home safely!

# EMERGENCY PREPAREDNESS

Emergencies happen, and usually at the least convenient times. Getting a kit, having a plan, and staying informed can make dealing with them a little less stressful, and can ensure that you don't forget either the big things or the small details. So what should your emergency kit contain, and what should your plan consist of? The checklists below should get you started, but this should not be a substitute for common sense, nor should it prevent you from thinking about what the possibilities are and how you and your loved ones could cope.

## Items to Include in a Basic Emergency Kit

- ✓ Water, one gallon per person per day for at least 3 days
- ✓ Food, at least a 3 day supply, non-perishable
- ✓ Radio, battery powered or hand crank operated
- ✓ NOAA weather Radio
- ✓ Flashlight and extra batteries
- ✓ First aid kit
- ✓ Whistle to signal for help
- ✓ Dust mask
- ✓ Moist Towelettes
- ✓ Wrench or pliers
- ✓ Can opener
- ✓ Local Maps

## Make Plans for the Following Situations

- ✓ Shelter-in-place
  - Terrorist Attacks
  - Disease Outbreak
  - Tornado
  - Chemical Spill
- ✓ Get Away
  - Flood
  - Hurricane
- ✓ Other
  - Home Fire
  - Home Burglary
- ✓ Family Communications Plan



# DARWIN AWARDS

An E-4 seal in California had been rolled from training (as far as I can tell, this means booted out for some reason), but he was still around, helping the instructors by placing targets on the range.

"Helping" sounds like a good thing, right? Well, not exactly. The report says, "He was driving on a dirt road he was not supposed to be on." He wasn't wearing his seatbelt, and he was driving Uncle Sam's 2008 Ford F350 at precisely twice the speed limit, 50 vice 25. He lost control, crashed into a wire fence, careened off the road and rolled over into a gully.

Banging around in the truck during this debacle, he suffered a slew of contusions, a collapsed lung and traumatic injuries to his spinal cord. EMTs had to cut the roof and door off the truck to rescue him before they could get him to a hospital, where he ended up spending 19 days. His passenger was wearing a seatbelt and suffered a few minor scrapes, imagine that.

The truck's initial value was \$25K, a figure that had been reduced to zero.

Let's see, rolled from training, then rolled a truck. I guess there is some sort of perverse symmetry in that.

Careful readers of this message will recall an episode from last October, when an E-3 aviation boatswain's mate sampled what we then described as a "quintessentially boneheaded beverage": a shot of grain alcohol that had been set on fire. He ended up with first-degree and second-degree burns on his face and neck.

And here we go again, this time featuring yet another E-3, this one in Florida, who was on liberty and livened up his evening with a flaming shot of high-test rum. He too slopped it all over this face, neck and hands. Still thinking clearly, he refused a ride in an ambulance "because he thought he would be charged a fee," the report said. He took a taxi instead, and if he wasn't that cab driver's least favorite customer of the evening, I miss my guess.

Two days in a hospital, three more days off work and then a week of light duty. Cheers!

After finishing his latest physical fitness test (I add this detail because it may help explain the ensuing need for hydration), a staff sergeant was driving home to get cleaned up before returning to work. He thirstily reached for a water bottle that he had stashed on the passenger seat, but it wasn't there.

He "looked over to see where it was," the report says. Here's the problem with doing that. Eventually, you are going to have to look back up to see where your car is, and you may not like what you see. Such was the case here, because what he saw was that he was off the road and in a ditch.

There was major damage to the left side, steering and suspension of his Nissan Altima, and all for the lack of a cup holder. Well, not exactly the lack of a cup holder, because one or more had certainly been thoughtfully installed by the car manufacturer. Make it "all for the lack of using a cup holder."