

The Scratching Post



VT-10
Fall Safety Edition



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Words from the Skipper

CDR Brian “Baja” Solano

VT-10 Commanding Officer



Wildcats –

As autumn arrives, I want to take the opportunity to first thank you for your excellent work over the summer. Your professionalism and focus on safety has ensured a seamless and 'business as usual' change of command transition period. Continue to keep up the high standard that we take pride in here at VT-10.

The fall weather is upon us and it is a great time of year here in the Pensacola area. I know that most of our students and instructors enjoy great outdoor activities the area offers such as boating, team sports, fishing and hiking. I highly encourage you to head outside and enjoy these activities but ask that you keep yourself, your families, and your friends safe while having fun.

Our business is training warfighters and our most important asset is our people. Staying safe on and off duty is critically important to the accomplishment of our squadron's mission. Take the safety topics and advice in this issue to heart. As you will read, at least one of these lessons could all too easily have been written in blood; one of our own was in mortal danger due to a recreational boating accident. Even though we are moving out of the primary summer boating months the lessons to take away remains the same. Remain as diligent off duty as you are in the air!

See you out there and stay safe!

- Skipper

The XO Snarl

CDR Ken “Lurch” Froberg

VT-10 Executive Officer



WILDCATS!

It is a real honor to offer input to the renowned Grampa Pettibone Award Winning *Scratching Post*. VT-10 has a strong history of fostering a proactive safety culture. Often we think safety principles only focus on flight operations, but statistically it is the *Blue Threat* off-duty that can catch us off guard. Recreational mishaps like the ones discussed in this issue happen. Our goal is to help prevent them from happening to *you*!

The following pages have some great commentary from our staff on boating, high-risk recreational activities, and plain old wisdom from Doc. Read through this edition, take a copy home, share it with your family and friends. **The bottom line is we cannot afford to lose any of you to mishaps *on or off duty*.** You are all National Resources, talented, committed, and most of all irreplaceable!

Think safety and Operational Risk Management both at work and at home and don't accept unnecessary risk in your professional or personal lives. Our calling challenges us to become experts in managing risk effectively, so we make the remarkable appear routine. But remember there is nothing routine about Naval or Marine Corps Aviation. Pay attention to the details. Talk through your plan with colleagues, family, or friends. Become the risk management experts your Nation, Navy, Corps, and Family need you to be, to be successful on duty and off. See you around the Jungle!

Fly, Fight, Lead!
WILDCAT TWO SENDS

Boat Life: Safety Tips and How They Saved My Life



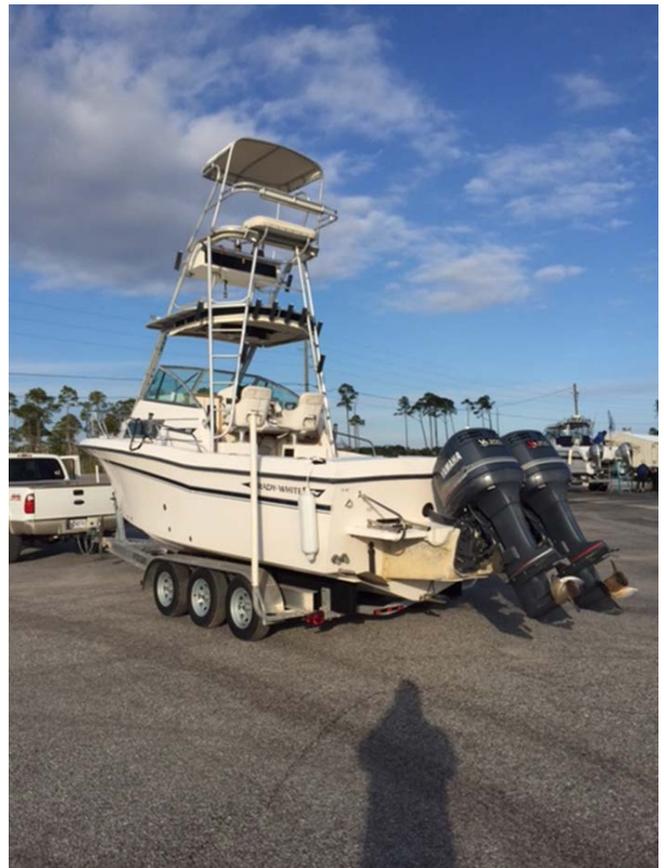
Captain SoCo
VT-10 Instructor Pilot

My Story

I've grown up around boats my entire life and have been operating them on lakes and in the ocean for as long as I can remember. Although I consider myself an experienced boater, safety and having a plan is paramount not only for ensuring a good time but in the event of a mishap you will be better prepared in handling the emergency.

The Accident

On April 3rd, myself and two other Navy buddies ran aground in a 25' Grady White fishing boat on our way back to the Sherman Cove. We made a call to SeaTow and while waiting decided to try and push the boat off the sandbar ourselves. Nothing I haven't done before but this time it ended poorly. While making the last push, the boat unexpectedly made a 90 degree turn putting myself in a dangerous position behind the boat. Next thing I know my leg came in contact with the spinning prop and the situation became very serious. It's interesting when you find yourself in an emergency situation how much you are able to remember from the training we've all received from our API days, SERE school, and water survival school. Without hesitation, my buddies were able to clean the wound, help me apply a tourniquet just below the knee, and elevated the injury above my heart. These actions not only saved my life but minimized the extent of the injury. It was amazing how calm everyone was, it seemed as if we knew what to do and I can only credit that to the training we've received throughout our Naval careers. EMS was on scene rather quickly, commended my buddies as excellent first responders, but then took over getting me to the hospital for surgery and the long road to recovery. Today, I'm thankful to be alive and back on my own two feet.



Extremely Lucky

- Did not break any bones.
- 2/3 arteries remained intact.
- Tendons, although heavily damaged, remained intact.
- Wound did not get infected, thanks to the proper antibiotics, debridement and a wound vac.
- Having a family connection allowed me to be admitted to Grady Memorial Hospital.
- Healthy individual...only reason my case was even considered.
- Being part of such a strong Navy Squadron, the support was overwhelming.



Lessons Learned

- IT CAN HAPPEN TO YOU!!
- Experience and “I’ve done this before” doesn’t make any situation less risky/dangerous.
- Try and recognize when things are going wrong, i.e. the swiss cheese model falling into effect.
- Work SMARTER not HARDER. It’s OK to NOT do it yourself when the conditions are not optimal. Especially when you have a cellphone and SeaTow on the way to assist.

BOATING SAFETY TIPS

- 1 Check the boat engine and equipment before leaving.
- 2 Check the weather forecast and tides before leaving.
- 3 Tell someone where you're going, and how long you plan on being gone.
- 4 Avoid drinking alcohol when boating.
- 5 Never overload the boat.
- 6 Always keep an anchor, trailer, extra fuel, warm clothing and flares aboard.
- 7 Keep a lifejacket suitable for each passenger on board and always wear them while out on the water.
- 8 Bring two working forms of communication.
- 9 Keep cellphones in a water-proof container or plastic bag.
- 10 Make sure to keep a first-aid kit on board.



Boating Safety Tips



When Out on the Waves, Put Safety First!

Weather can change abruptly in a moment's notice. Other boaters may intersect your path. Emergencies happen. Applying these safety tips can help you enjoy the wind and the waves – and add to your peace of mind.

Be aware of weather

Stay alert for bad weather signs while boating. Listen to a portable weather radio while on the water. If a Small Craft Advisory is announced, get to shore immediately. Because water conducts electricity, it's important to get off the water at the very first sign that lightning could strike.

Know the rules

You are responsible for the safety of those on board your boat and other boaters. Learn to recognize distress signals and rules:

- The vessel on the right has the right of way, as well as any boat being overtaken
- Powerboats must yield to sail boats, row boats and paddle boats
- Stay well clear of all big vessels
- Navigate slowly and cautiously in a narrow waterway

Take care in cold water

Hypothermia can kill. If you must enter cold water, button up any clothing you can, put on your Personal Floatation Device (PFD), try to cover your head and enter the water slowly. If your boat capsizes, it will likely float on or just below the surface of the water. Try to get as much of your body out of the water as possible by climbing onto the boat. Do NOT discard clothing; it will help trap heat. Draw your knees up

to lessen the escape of heat. And if there are several people in the water, huddle together so you can conserve heat.

Stay sharp

Alcohol, drugs, medications and fatigue can all impair your ability to reason and make sound judgments. Up to half of all boating accidents involve alcohol, and a person under the influence is up to 10 times more likely to be killed in a boating accident than one who has not been drinking. Combining the effects of alcohol and cold water can also speed the onset of hypothermia, causing even good swimmers to drown. DO NOT drink or take any medication or drugs that might impair your judgment when operating your boat.

Water skiing, knee-boarding and tubing

The driver of the boat, the person being pulled and the observer must operate as a team. You all need to know the equipment, boating laws, the fundamentals of the sports and how to work together to make these water sports safe and fun. Make sure you know and use hand signals. Ensure the water where you're boating is free of obstacles. And when you're picking up a fallen skier, approach carefully from the driver's side so the skier is always visible. Turn off the engine when near a skier to avoid injury from the propeller.

Learn more

Improve your boating skills by taking a beginner or experienced boating safety course. The United States Power Squadron, United States Coast Guard Auxiliary, United States Sailing Association and the American Red Cross all offer boating safety courses on what you need to know to hit the waves safely. And taking a boating safety course might make you eligible for insurance discounts as well.

Foremost has insured specialty products since 1952. Not only can you trust safety information from Foremost, but you can trust our broad insurance policies that give you the coverage you want.

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National Preparedness Month

Adapted from from DoD News

National Preparedness Month is here, and while preparedness calls for year-round attention, it is a good opportunity to remind Navy personnel and their families to be prepared at all times to respond quickly to disasters and emergencies. The scope of national security readiness includes being prepared for any type of crisis in the workplace and at home.

Mission Readiness is Key

“Preparedness is the shared responsibility of our entire nation,” Deputy Defense Secretary Bob Work noted in an Aug. 21 DoD-wide memorandum. “Preparing individuals, families, components and installations for disasters and emergencies -- from flooding to an active shooter -- ensures the strength of our workforce and our ability to continue to safeguard U.S. security,” Work said in the memo.

The deputy defense secretary noted that national preparedness campaigns provide a “recurring opportunity” to take action before a crisis, “which contributes to fostering a culture of preparedness and to strengthening our resilience.”

What DoD Personnel Can Do

The DoD’s preparedness campaign encourages personnel and families to participate this month in three key ways:

- Take action: Know your hazards, create an emergency communications plan, and build an emergency kit.
- Be counted: Ensure emergency recall and accountability information is accurate and available.
- Spread the word: Tell others about your actions and encourage them to take part.

Staying Prepared at Home

Families should prepare by keeping a kit with 72 hours’ worth of food, water, medications and up-to-date essentials, such as flashlight batteries. The kit should be kept in an easy-to-access place. Supplies and necessities should be ready to go in a moment’s notice for each family member and every pet at home. In a natural disaster, families should expect to care for themselves for at least 72 hours. Making advance plans for pet care is part of family preparedness, to keep them safe and secure, with plenty of food, water and medications as needed. Family preparedness planning should also include communicating with relatives, friends and the service member’s chain of command.

“I urge Americans to make a plan and participate in this important opportunity to increase their own preparedness. During National Preparedness Month, let us all renew our commitment to ready ourselves, our families, and our communities for any challenge.”

President Barack Obama

Wildcat High Risk Activity and Motorcycle Requirements

The Fall season is primetime for motorcycle and outdoor activities in the Pensacola area. Here is a quick refresher on requirements if you plan on riding or participating in high risk activities.

High Risk Activities: If you plan on participating in any of the activities listed below, see the Ground Safety Officer to develop a plan to ensure proper training and keep you safe by applying some basic ORM.

- Bungee Jumping
- Cliff Diving
- Mountain Climbing
- Racing Vehicles
- Skydiving
- Bull Riding
- Rock Climbing
- Recreational Flying

Motorcycle Riders: If you are looking to purchase a motorcycle or get into cruising or dirt biking, come by Safety and talk about your training plan, PPE acquisition, and general ORM requirements. If you're a current rider, ensure you're abiding by the following rules

- Use Proper PPE
 - o DOT Approved Helmet
 - o Eye Protection
 - o Over ankle foot protection
 - o Full fingered gloves
 - o Long sleeve shirt and pants
 - o Reflective garments highly encouraged
- Ensure registration, license, insurance, and training cards are up to date and on file in the Safety Office.
- Level I and II practical training completed – See GSO to sign up for courses.

Enjoy the beautiful weather and stay safe!



Doc's Corner: Late Summer and Fall Safety

LT Reynolds VT-10 Flight Surgeon

First, a quick aviation safety topic:

Oxygen otitis is a fancy medical term for ear barotrauma that occurs 4-5 hours post flight when breathing high concentrations of oxygen. After the flight, oxygen is absorbed by your middle ear, which causes your eardrum to retract. If you're awake, this is not a big deal, you simply Valsalva and clear your ears. If you are asleep, however, this can cause problems. Since you are not clearing your ears in your sleep, the suction created by oxygen being absorbed can pull fluid out of your tissues and rupture blood vessels in your middle ear – just like barotrauma that occurs when flying with a cold and being unable to clear your ears on descent. Oxygen otitis becomes an issue on instrument flights, as OBOGS delivers over 90% oxygen in 'normal' when over 29K feet. After landing on any high level instrument flight, be sure to frequently, gently clear your ears for the next several hours. If ear pain wakes you up from sleep and you are unable to clear your ears, come see me in clinic for evaluation, as you could be at risk for increased injury on later flights.

Now on to ground stuff:

Flu season: Flu vaccinations will be held later this fall. If you or your wife is pregnant, or you have experienced a serious adverse reaction to the vaccine or vaccine component, please talk to me prior to our squadron immunization.

Illness prevention: As the winter months approach and everyone is crowded indoors, germs follow. A few simple steps can reduce your risk of catching colds.

1. Hand washing: Be sure to wash your hands periodically throughout the day, especially after contact with public surfaces (doorknobs, countertops, bars, etc.).
2. Take care of yourself! Be sure you are staying well rested, hydrated, and fed. Studies have shown that moderate intensity exercise five times a week over the course of one year reduced the incidence of colds in study subjects.

Football season: This is undoubtedly the best part of living in the South. As football season begins and tailgates & cookouts become more frequent, take these measures to ensure your party doesn't go awry. As always, never drink and drive – your life and career are not worth it. Be sure to properly cook all meats to appropriate temperatures (especially poultry and pork). For cold pastas and dishes containing mayonnaise, be sure to consume or refrigerate within 30 minutes of preparation. If eating seafood or shellfish be sure to consume or freeze within 72 hours of catching, or by date indicated on label if store bought. No one wants their Sunday to be spent worshipping the Porcelain Gods.

Hurricane season: Plenty has been and will be said about Hurricanes and the necessary preparations. I recommend everyone put together a 'bug-out bag.' For information on what to put in your bag, you can either go to FEMA.gov, or watch an episode of Doomsday Preppers. At a minimum, be sure you have enough water, food (don't forget baby formula & pet food), & medical supplies for 72 hours. An emergency AM/FM radio, lanterns, batteries, candles, and matches are also must-haves.

Sunscreen: The risk of sunburn doesn't decrease as temperatures cool off. When going out in the sun for any time period, be sure you apply a broad spectrum (UVA/UVB) sunscreen of SPF 30 or greater. Reapply every two hours or any time after sweating or getting in the water. Sun protective clothing (big hats, long sleeved shirts) and sun avoidance during the hours of 1000-1400 are the best measures to prevent sunburn.

ORM



Managing risk

should be a **continuous** and **developing process** that **pervades** our strategy... it must be **integrated** into our **culture**, our **approach to problem solving** and our **decision making**.

Admiral Michael G. Mullen



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