



# Safety Beacon



Official Safety Newsletter Of The Civil Air Patrol

June 2012

## BEACON NEWSLETTER TEAM

LT COL SHARON WILLIAMS  
LT COL VAN DON WILLIAMS  
MAJOR JAMES RIDLEY, SR.  
MAJOR MANUEL CEJA

Inside this Issue

### Republished Articles

	Page
Weather Safety	1
Pool Safety	2-3
Be Red Cross Ready	4
Start Smart Practice Driving	5-6
Safer Skies Through Education	7
New Pilot Deviation Rules	8

### CAP Article

Night VFR Flying	9
Region Safety Officers	10

Col Robert Diduch CAP/SE  
[safety@capnhq.gov](mailto:safety@capnhq.gov)

Col Robert Alex  
Asst Cap/SE Ground  
[safety@capnhq.gov](mailto:safety@capnhq.gov)

Lt Col Bruce Brown  
Asst CAP/SE Aircraft  
[safety@capnhq.gov](mailto:safety@capnhq.gov)

Mr. Frank Jirik  
Safety, NHQ/SE  
[safety@capnhq.gov](mailto:safety@capnhq.gov)



## Lightning Safety for You and Your Family

### When Thunder Roars, Go Indoors!

Each year in the United States, more than 400 people are struck by lightning. On average, between 55 and 60 people are killed; hundreds of others suffer permanent neurological disabilities. Most of these tragedies can be avoided with a few simple precautions. When thunderstorms threaten, get to a safe place. Lightning safety is an inconvenience that can save your life.

The National Oceanic and Atmospheric Administration (NOAA) collects information on weather-related deaths to learn how to prevent these tragedies. Many lightning victims say they were "caught" outside in the storm and couldn't get to a safe place. With proper planning, these tragedies could be prevented.

Other victims waited too long before seeking shelter. By heading to a safe place 5 to 10 minutes sooner, they could have avoided being struck by lightning.

Some people were struck because they went back outside too soon. Stay inside a safe building or vehicle for at least 30 minutes after you hear the last thunder clap.

Finally, some victims were struck inside homes or buildings while they were using electrical equipment or corded phones. Others were in contact with plumbing, a metal door or a window frame. Avoid contact with these electrical conductors when a thunderstorm is nearby!

### What You Might Not Know About Lightning

- ▶ **All thunderstorms produce lightning and are dangerous.** In the United States, in an average year, lightning kills about the same number of people as tornadoes and more people than hurricanes.
- ▶ **Lightning often strikes outside the area of heavy rain and may strike as far as 10 miles from any rainfall.** Many lightning deaths occur ahead of storms or after storms have seemingly passed.
- ▶ **If you can hear thunder, you are in danger.** Don't be fooled by blue skies. If you hear thunder, lightning is close enough to pose an immediate threat.

- ▶ Lightning leaves many victims with permanent disabilities. While a small percentage of lightning strike victims die, many survivors must learn to live with very serious lifelong pain and neurological disabilities.

### Avoid the Lightning Threat

- ▶ **Have a lightning safety plan.** Know where you'll go for safety and how much time it will take to get there. Make sure your plan allows enough time to reach safety.
- ▶ **Postpone activities.** Before going outdoors, check the forecast for thunderstorms. Consider postponing activities to avoid being caught in a dangerous situation.
- ▶ **Monitor the weather.** Look for signs of a developing thunderstorm such as darkening skies, flashes of lightning or increasing wind.
- ▶ **Get to a safe place.** If you hear thunder, even a distant rumble, immediately move to a safe place. Fully enclosed buildings with wiring and plumbing provide the best protection. Sheds, picnic shelters, tents or covered porches do NOT protect you from lightning. If a sturdy building is not nearby, get into a hard-topped metal vehicle and close all the windows. Stay inside until 30 minutes after the last rumble of thunder.
- ▶ **If you hear thunder, don't use a corded phone except in an emergency.** Cordless phones and cell phones are safe to use.
- ▶ **Keep away from electrical equipment and wiring.**
- ▶ **Water pipes conduct electricity.** Don't take a bath or shower or use other plumbing during a storm.

### Organized Outdoor Activities

Many people enjoy outdoor activities. It's essential for the people in charge of these activities to understand the dangers of lightning, have a lightning safety plan in place, and follow the plan once thunder is heard or lightning is seen. Many outdoor activities rely on volunteer leaders, coaches or sports officials to make safety decisions. Make sure the leaders of these activities follow a lightning safety plan. Don't be afraid to ask, and don't be afraid to speak out during an event if conditions become unsafe. You could save a life!

## Pool Safely Water Safety Steps



Your greatest water safety assurance comes from adopting and practicing as many safety steps as possible.

Adding an extra safety step around the water can make all the difference. You can never know which safety step will save a life — until it does.

### Stay Close, Be Alert and Watch

- Always watch your children and never leave them unattended
- Keep children away from pool drains, pipes and other openings
- Have a phone close by at all times
- If a child is missing, check the pool first
- Share safety instructions with family, friends and neighbors

### Learn and Practice Water Safety Skills

- Learn to swim; it's fun and good exercise
- Know how to perform CPR on children and adults
- Understand the basics of life saving so that you can assist in a pool emergency

### Have the Appropriate Equipment

- Install a fence around the perimeter of the pool and spa of at least four feet in height
- Use self-closing and self-latching gates
- Make sure the pools and spas you use have compliant drain covers
- Install a door alarm from the house to the pool area
- Maintain pool and spa covers in working order
- Have life-saving equipment such as life rings or reaching poles available for use



CPSC Pub. #33  
0112

## Pool Safely: Simple Steps Save Lives

Pool Safely is a national public education campaign to reduce child drownings, non-fatal submersions and entrapments in public swimming pools and spas. The campaign was developed by the U.S. Consumer Product Safety Commission (CPSC) to carry out the requirements of the *Virginia Graeme Baker Pool and Spa Safety Act*, federal legislation mandating new requirements for public pools and spas, including a public education campaign.

Few people know of the hidden dangers from drain or suction entrapments. What's more, nearly 300 children under the age of five drown in residential and public pools and spas each year. Submersion incidents requiring emergency-room treatment or hospitalization number in the thousands and many victims experience permanent disability, including brain damage.

CPSC is working with other safety groups and state and local governments to ensure drowning and entrapment prevention become important public safety priorities by:

- Enforcing requirements that all public pools and spas have anti-entrapment drain covers and other safety equipment, as needed;
- Reducing child drownings, non-fatal submersions and suction entrapments in pools and spas;
- Encouraging the use of multiple safety steps in and around pools and spas; and
- Educating the public on the importance of constant supervision of children in and around water.

You and your family can Pool Safely and enjoy time at pools and spas by adopting extra safety steps.

For more information and resources for public pool and spa safety and the Pool and Spa Safety Act, visit:

[www.PoolSafely.gov](http://www.PoolSafely.gov)

Follow us on Twitter @poolsafely

See us @ [www.flickr.com/photos/poolsafely/](https://www.flickr.com/photos/poolsafely/)

Watch us @ [www.youtube.com/poolsafely](https://www.youtube.com/poolsafely)

Pool simple steps  
save lives  
SAFELY



Guidance for Safety  
The Pool and Spa Safety Act

A public education campaign from the  
U.S. Consumer Product Safety Commission



## Avoid Drain Entrapments

**Hair entanglement:** hair can get caught in a faulty or broken drain cover

**Limbs:** arms, legs and fingers can become lodged in a suction opening

**Body:** any body part that can cover a drain can be held down by suction

**Evisceration:** sitting on a broken or uncovered drain can cause injuries or disembowelment

**Mechanical:** jewelry or bathing suits can become entangled in a drain cover

A pool or spa with a broken, loose or missing drain cover should be closed immediately until repairs are made by a licensed professional. If you see a broken or loose drain cover, immediately notify a lifeguard and the pool/spa manager. Ensure all pools and spas used by your family have compliant drain covers and other anti-entrapment safety devices, as needed.

### Make Sure Your Children:

- Do not play or swim near drains or suction outlets, especially in spas and shallow pools.
- Never enter a pool or spa that has a loose, broken or missing drain cover.

Pool Safely is partnering with leading national safety organizations, nonprofits, communities and the pool and spa industry to ensure the sustainability of the nationwide water safety initiative. Drowning, non-fatal submersion and entrapment incidents are preventable and you can help!



## The Pool & Spa Safety Act

The Virginia Graeme Baker Pool and Spa Safety Act (PSS Act) was enacted to prevent the tragic and hidden hazard of drain entrapments and eviscerations in public pools and spas.



New drain covers come in a variety of sizes and shapes. For a list of cover manufacturers see: [www.PoolSafely.gov](http://www.PoolSafely.gov).



### Virginia Graeme Baker

In June 2002, seven-year-old Virginia Graeme Baker died after becoming stuck on a hot tub drain due to a powerful suction force. The drain's suction was so powerful that it took two adult males to pull her from the drain.

They pulled so hard that the drain cover broke from the force. Graeme died from drowning but the real cause of her death was suction entrapment due to a faulty drain cover.

As of December 19, 2008, pursuant to the Pool and Spa Safety Act, all operating public pools and spas must have drain covers that meet the ASME/ANSI A112.19.8-2007 standard on every drain/grate. Drain covers are to display (per the ASME standard):

- Use — single or multiple
- Flow rate GPM
- "Life" (number of years)
- Wall and/or floor mount
- Manufacturer's name
- Model number

If a public pool has a single main drain (other than an unblockable drain), or multiple drains less than 3 feet apart, the operator must either disable the drain(s) or install a second anti-entrapment device or system, such as:

- Safety Vacuum Release Systems
- Suction-Limiting Vent System
- Gravity Drainage System
- Automatic Pump Shut-off System
- Drain Disablement

All products should be certified by one of the following independent, nationally recognized testing laboratories: Underwriters Laboratories, the National Sanitation Foundation, and IAPMO (International Association of Plumbing and Mechanical Officials). CPSC staff advises checking with local and state officials to confirm any local/state certification or installation requirements.

**Public pool and spa owners should have their facilities inspected by a licensed professional engineer and install PSS Act compliant covers.**

Report drain entrapments in pools and spas:

Call CPSC's Hotline at (800) 638-2772 or Email: [info@cpsc.gov](mailto:info@cpsc.gov)

# Be Red Cross Ready

## Taking Care of Your Emotional Health after a Disaster

**Each positive action you take can help you feel better and more in control.**

**Disasters can bring about significant stress.**

- This is especially true if you have experienced a previous disaster.
- The good news is that many people have experience coping with stressful life events and are naturally resilient—meaning we are designed to bounce back from difficult times.
- Here is some information on how to recognize your current feelings and tips for taking care of the emotional health of you, your family and your friends.

### What you may be feeling now



When we experience a disaster or other stressful life event, we can have a variety of reactions, all of which can be common responses to difficult situations.

These reactions can include:

- Feeling physically and mentally drained.
- Having difficulty making decisions or staying focused on topics.
- Becoming easily frustrated on a frequent basis.
- Frustration occurring more quickly and more often.
- Arguing more with family and friends.
- Feeling tired, sad, numb, lonely or worried.
- Experiencing changes in appetite or sleep patterns.

*Most of these reactions are temporary and will go away over time. Try to accept whatever reactions you may have. Look for ways to take one step at a time and focus on taking care of your disaster-related needs and those of your family.*

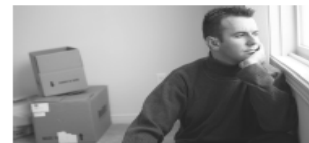
### Taking action



Getting ourselves and our lives back in a routine that is comfortable for us takes time.

- Take care of your safety.** Find a safe place to stay and make sure your physical health needs and those of your family are addressed. Seek medical attention, if necessary.
- Eat healthy.** During times of stress, it is important that you maintain a balanced diet and drink plenty of water.
- Get some rest.** With so much to do, it may be difficult to have enough time to rest or get adequate sleep. Giving your body and mind a break can boost your ability to cope with the stress you may be experiencing.
- Stay connected with family and friends.** Giving and getting support is one of the most important things you can do.
- Be patient with yourself and with those around you.** Recognize that everyone is stressed and may need some time to put their feelings and thoughts in order.
- Set priorities.** Tackle tasks in small steps.
- Gather information** about assistance and resources that will help you and your family members meet your disaster-related needs.
- Stay positive.** Remind yourself of how you've successfully gotten through difficult times in the past. Reach out when you need support, and help others when they need it.

### If you still don't feel better ...



Many people have experience coping with stressful life events and typically feel better after a few days. Others find that their stress does not go away as quickly as they would like and it influences their relationships with their family, friends and others.

If you find yourself or a loved one experiencing some of the feelings and reactions listed below for 2 weeks or longer, this may be a sign that you need to reach out for additional assistance.

- Crying spells or bursts of anger
- Difficulty eating
- Difficulty sleeping
- Losing interest in things
- Increased physical symptoms such as headaches or stomachaches
- Fatigue
- Feeling guilty, helpless or hopeless
- Avoiding family and friends

For additional resources, contact your local Red Cross Disaster Mental Health or community mental health professional.

**Please seek immediate help if you or someone you know is feeling that life isn't worth living or if you are having thoughts of harming yourself or others. You can also contact the National Suicide Prevention Lifeline at 1-800-273-TALK (8255) or [SuicidePreventionLifeline.org](http://SuicidePreventionLifeline.org).**

### Let Your Family Know You're Safe

If your community experiences a disaster, register on the American Red Cross Safe and Well Web site available through [RedCross.org](http://RedCross.org) to let your family and friends know about your welfare. If you don't have Internet access, call 1-866-GET-INFO to register yourself and your family.



For more information on disaster and emergency preparedness, visit [RedCross.org](http://RedCross.org).



## **PRACTICE, PRACTICE, PRACTICE!!**

*Learning to drive is a complex, ongoing process requiring responsibility and dedication from both teens and parents. Before teens get their intermediate driver's licenses, they should practice driving skills with their parents. Parents should continue to supervise teens' driving under dangerous conditions (e.g., at night, on high-speed roads, and in bad weather) after they have a license. The following tips will help make practice driving safe and manageable for your family.*



### **WHY should teens practice?**

Safe driving requires concentration, knowledge, and judgment—much more than just being able to maneuver the vehicle. New drivers need a lot of practice to gain enough experience and confidence to handle daily driving hazards and unexpected situations. Teens will show the greatest improvement in the first 1,000 to 5,000 miles of driving. However, they will continue to show noticeable improvement for up to 20,000 miles.

### **With WHOM should teens practice?**

Teens should practice driving with a licensed adult (e.g., parent) as the only passenger in the vehicle. Both teens and parents should remember three things: (1) *Remain calm and focused.* (2) *Making mistakes is part of the learning experience.* (3) *Practice driving is serious, but it should also be interesting and engaging.*

### **WHAT should teens practice?**

First, become familiar with the vehicle, then practice basic driving skills such as turning, parking, and backing up. Once you are sure your teen understands the basics, practice more complex skills such as changing lanes. Then, *gradually* allow your teen to practice under more demanding conditions, such as driving at night and on high-speed roads. Always set goals prior to each driving lesson.

### **WHEN should teens practice?**

Practice when you are both ready, are in good moods, and have sufficient time. Practice sessions should be long enough to accomplish the goals, but short enough to avoid fatigue, loss of concentration, and frustration. Practice as often as possible so that your teen can accumulate driving skills.

### **WHERE should teens practice?**

At first, practice away from traffic in low-speed areas like parking lots and neighborhood streets. In the beginning, always practice in daylight and good weather. As your teen's skills increase, *gradually* add more complex and difficult situations such as larger roads, higher speed limits, heavier traffic, and night driving.

*Here  
are  
some  
helpful  
resources.*



**Parent Support:**

**Teaching Your Teens to Drive: A Partnership for Survival.** Teaching Your Teens to Drive comes complete with a colorfully illustrated 85-page handbook and a live-action 60-minute DVD that parents can use to help their teens become safe, knowledgeable drivers.

To order, call 1-800-327-3444 and ask for Stock #3512cp, \$26.95 for AAA members and \$29.95 for non-members. Visit [AAA.com](http://AAA.com), or [www.aaaexchange.com](http://www.aaaexchange.com) for more information.

**AAA.** As North America's largest motoring and leisure travel organization, AAA provides more than 50 million members with travel, insurance, financial and automotive-related services. Since its founding in 1902, the not-for-profit, fully tax-paying AAA has been a leader and advocate for the safety and security of all travelers. AAA clubs can be visited on the Internet at [AAA.com](http://AAA.com).

**AAA Exchange.** The AAA Exchange was designed to foster communication between AAA and the 50 million members it represents. It is an extension of AAA's long history of public service and provides a look into important safety, consumer, automotive and travel issues. Visit [www.aaa.com/publicaffairs](http://www.aaa.com/publicaffairs) for more information.

**AAA Foundation.** The AAA Foundation for Traffic Safety is dedicated to saving lives and reducing injuries on the roads. It is a not-for-profit, publicly-supported charitable educational and research organization. Since 1947, the Foundation has funded over 170 research projects designed to discover the causes of traffic crashes, prevent them, and minimize injuries when they do occur. The Foundation uses this research to develop dozens of focused, high-impact educational materials for drivers, pedestrians, bicyclists and other road users. Visit [www.aaafoundation.org](http://www.aaafoundation.org) for more information.

**American Driver and Traffic Safety Education Association (ADTSEA).** The American Driver and Traffic Safety Education Association (ADTSEA) is the professional association that represents traffic safety educators throughout the United States and abroad. As a national advocate for quality traffic safety education, ADTSEA creates and publishes policies and guidelines for the discipline. ADTSEA conducts conferences, workshops and seminars and provides consultative services. The organization also develops educational materials. Visit <http://adtsea.iup.edu/adtsea/> for more information.

**Driving School Association of the Americas (DSAA).** The DSAA is an international association of driving school owners. From all over the globe educators come to associate with like-minded professionals. Visit [www.thedsaa.org](http://www.thedsaa.org) for more information.

**Insurance Institute for Highway Safety (IIHS).** The Insurance Institute for Highway Safety is an independent, nonprofit, scientific and educational organization dedicated to reducing the losses — deaths, injuries, and property damage — from crashes on the nation's highways. The Highway Loss Data Institute's mission is to compute and publish insurance loss results by make and model. Both organizations are wholly supported by auto insurers. Visit [www.iihs.org](http://www.iihs.org) for more information.

**National Highway Traffic Safety Administration (NHTSA).** Part of the U.S. Department of Transportation, NHTSA provides a variety of resources critical to motor vehicle and highway safety through staff, products and technical information. Visit [www.nhtsa.gov](http://www.nhtsa.gov) for more information.

**National Institutes of Health (NIH).** The Prevention Research Branch of NIH conducts behavioral and observational research to identify determinants of health behavior and test the efficacy and effectiveness of educational, behavioral, and environmental strategies for improving or protecting maternal, child, and adolescent health. The research is conducted within an adolescent development framework and focuses on the influences of individual characteristics, parents, and peers on adolescent health behavior. There are three main areas of ongoing research: young novice drivers, family management of diabetes, and adolescent problem behavior. Visit [www.nichd.nih.gov/about/org/despr/pr/](http://www.nichd.nih.gov/about/org/despr/pr/) for more information.

## FAA Safety Team | Safer Skies Through Education

### New FAA Safety Briefing Available

Notice Number: NOTC3742

The May/June 2012 issue of FAA Safety Briefing focuses on extreme weather. Articles provide important tips on how to detect, prepare for, and avoid some of the more extreme varieties of weather conditions GA pilots may encounter in their region of the country, including thunderstorms, tornadoes, hurricanes, icing, fog, freezing rain and more. Hear from weather experts at the FAA who offer advice on how to be prepared for these situations and provide updates on the many helpful tools and resources now available to pilots.

For more on how to improve your weather knowledge, check out the new issue at:

<http://1.usa.gov/IHfCA6>.

In addition, the issue's Nuts, Bolts, and Electrons department (pg. 27) looks at the newly released versions of the Aviation Maintenance Technician (AMT) Handbooks, and Vertically Speaking (pg. 29) reviews minimum safe altitudes and VFR weather minimum for rotorcraft operations.

*This notice is being sent to you because you selected "FAA Newsletters" in your preferences on FAASafety.gov. If you wish to adjust your selections, log into <https://www.faasafety.gov/Users/pub/preferences.aspx> where you can update your preferences.*

---

*Over 10,150 AMTs earned an AMT Award last year. Will you, this year?*

**[FAASafety.gov](http://FAASafety.gov) | [Email Preferences](#) | [Opt Out](#)**

*Do not reply to this email as it is an unmonitored mailbox. [Contact us](#) for comments or questions.*

## **New Pilot Deviation Rules Surprise Pilots**

The Airline Pilots Association is advising members (PDF) to voluntarily report to the FAA Aviation Safety Action Program even the most minor deviation from ATC instructions, regardless of their origin (ie equipment failure or even weather deviations) or risk being written up for a pilot deviation (PD). Although airline pilots are more likely to run afoul of a new FAA internal reporting policy for deviations, it applies to all aircraft under active control and the consequences can include FAA enforcement and a note on a pilot's permanent record. While the intent of the policy shift appears to be to encourage pilots to self report deviations (doing so triggers enforcement "incentives" that reduce the consequences) ALPA says pilots who have been assured by controllers that the transgression is a minor one not worthy of FAA attention have found out later that they've been written up.

In one case, according to ALPA, a Delta crew departing Atlanta on autopilot went off track briefly when the autopilot disconnected. They flew manually to the correct track and were assured by the controller that it was "no problem." Under the new rules, however, that controller was required to report the incident and it was forwarded to a "quality assurance 'clearing house'" which ultimately decided if an enforceable pilot deviation occurred. In that spirit, ALPA has essentially invited its pilots to flood the system with reports. "Any safety-related event, any slight deviation from clearance, even if not noted by ATC, should be documented via ASAP," ALPA advised its members. "Again, if in doubt, file. If you have doubt, and that doubt is somehow dispelled later, file anyway! Do not let assurances from ATC convince you that an ASAP report is somehow unnecessary." It's recommending that all members of the cockpit crew file the reports and that they also consider filing one to the NASA Aerospace Safety Advisory Program (also acronym ASAP) whose mandate is to collect air safety data rather than mitigate enforcement action.

[http://www.avweb.com/avwebflash/news/Pilot\\_Deviation\\_Rules\\_Surprise\\_Pilots\\_206720-1.html](http://www.avweb.com/avwebflash/news/Pilot_Deviation_Rules_Surprise_Pilots_206720-1.html)



## Night VFR flying

Civil Air Patrol pilots are allowed to fly VFR at night. An instrument rating adds to the safety margin at night, but it is not required. In many conversations with VFR only pilots, some new, some with many hours, the discussion of personal minimums for ceiling and visibility comes up. Many of these pilots agree that 5 sm visibility and a 3000 foot ceiling provide the experienced VFR only pilot with a good margin of safety at night in the typical flat lands around the America.

I continue the conversation with the question, "What constitutes a 3000 foot ceiling?" The standard FAA answer is "the height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as broken, overcast, obscuration, and not classified as thin or partial". That is the correct answer....

We continue our discussion focusing on day time flying where you can see and avoid the scattered clouds below the broken ceiling. But at night how do you see these scattered clouds. Yes I know there are some techniques were the ground lights may blink out when a cloud gets in your way, but why stack the deck against you.

Leading the conversation, I ask why not, for night VFR, consider all forecast or reported clouds, few, scattered or broken to be the ceiling. DUAT is forecasting 2,600 few, 3000 scattered with the ceiling 5,000 broken 10 sm visibility. Nice conditions for a day VFR but maybe not good enough for a night VFR if we consider the 2600 few is lower than our 3000 foot ceiling minimum.

I would be interested in your comments. And, by the way, if you really enjoy night flying why not look up your favorite CFII and begin work on that instrument rating.

Bob Dilk, Major, CAP  
CFI, CFII

**The Official Safety  
Newsletter of the Civil Air  
Patrol-June 2012**

VISIT US ON THE WEB  
[WWW.GOCIVILAIRPATROL.COM](http://WWW.GOCIVILAIRPATROL.COM)

Discover, report, stop, share, listen, and learn. The things we have read about in this issue already have happened, so you are not allowed to experience these for yourself.

Remember to "Knock It Off" and slow down. For streaming dialogues on some subjects, remember CAP Safety is on Facebook and Twitter.

## SAFETY OFFICER COLLEGE 2012

The dates of the Safety Officer College (CAPSOC) are June 11-15, 2012 with travel days on the June 10<sup>th</sup> and 16<sup>th</sup> at Kirtland AFB, New Mexico.

Applications will be received and students will be selected by each Wing Commander, and for staff officers assigned to the region HQ, Region Commander.

Got a great safety article that you would like to see in a future Beacon newsletter? Please send it to Lt Col Sharon Williams at [safetybeacon@capnhq.gov](mailto:safetybeacon@capnhq.gov).

# Region Safety Officers



<p><b>Col Charles Greenwood</b> GLR/SE <a href="mailto:cgreenwo@bsu.edu">cgreenwo@bsu.edu</a></p>	<p><b>Col Robert Castle</b> SWR/SE <a href="mailto:rcastle@cox.net">rcastle@cox.net</a></p>	<p><b>Lt Col Bill Woody</b> SER/SE <a href="mailto:wawoody@att.net">wawoody@att.net</a></p>
<p><b>Col Charles Glass</b> MER/SE <a href="mailto:csglass@juno.com">csglass@juno.com</a></p>	<p><b>Lt Col Paul Mondoux</b> NER/SE <a href="mailto:paul@nhplm.org">paul@nhplm.org</a></p>	<p><b>Lt Col Alex Kay</b> PCR/SE <a href="mailto:bcat417@aol.com">bcat417@aol.com</a></p>
<p><b>Col Harold D. Brown</b> NCR/SE <a href="mailto:hbrown9425@aol.com">hbrown9425@aol.com</a></p>	<p><b>Lt Col Donald Johanson</b> RMR/SE <a href="mailto:johansonon@msn.com">johansonon@msn.com</a></p>	