

In Loving Memory

On March 23rd, the field of child passenger safety (CPS) lost **Annemarie Shelness**, the original advocate for protecting children in motor vehicles with correct, consistent use of safety seats and belts. A concerned mother of 4, she teamed with Seymour Charles, MD, pediatrician, to promote the use of crash-tested safety seats. (The 1st in the U.S. was produced in 1968.)

As Executive Director of Physicians for Automotive Safety, Shelness played a leading role in producing the first accurate educational film with matching brochures and in prodding government to regulate appropriately. She mentored younger mothers who started Action for Child Transportation Safety and was a source of technical expertise for Women for Political and Social Action Child Safety Project which led to the 1980 founding of Los Angeles Area Child Passenger Safety Association and ultimately became a national resource, *SafetyBeltSafe* U.S.A.

She was recognized with the Siegel SBS USA Child Restraint Award for Excellence. Arnie Siegel, the donor, was a contemporary on the engineering/testing side of the campaign for better protection for children in cars.

Annemarie was an elegant, meticulous leader, highly grounded in research findings and modeled the kind of fact-based approach so essential in the field. Her film, *Don't Risk Your Child's Life*, just updated in the 9th edition with the guidance of her daughter, continues to provide current, accurate education for parents and advocates.

We miss her and believe she has set a standard to which all of us can aspire.

Flight Data:

American Academy of Pediatrics, National Safety Council, and National Transportation Safety Board (NTSB) promote use of safety seats for children on aircraft. Once again, the fallacy of requiring safety seats in surface vehicles but not at 500-mph or more in flight is exposed, a subject on which SBS USA first petitioned Federal Aviation Administration (FAA) in 1982!

In 1998, the Gore Commission recommended children under age 2 be correctly buckled up in flight; however, this wasn't taken up by the FAA. Reported in *Pediatric Emergency Care*, 12/9/16, research by P M Alves et al. reveals that children under 2 years are only 1% of flight passengers but were 35% of children 18 and under injured aboard. Medical emergencies in flight are handled by a trauma center whose electronic medical records from 2009-2014 were reviewed.

In short, 400 of the 12,296 pediatric medical events were injuries, of which four categories stood out. Most common—and related to sitting in aisle seats—were burns (39%), followed by contusions (30%), lacerations (21%), and closed head injuries (8%). A quarter of the injuries were visited on lap or unrestrained children who fell; 36% were caused by spilled hot beverages. Were it required to use safety seats in flight, these children would not be sitting on the aisle. Instead lap infants represented 35.8% of injury cases vs. 15.9% for other medical events.

There are common arguments against requiring infants be properly restrained in flight: costs to consumers and airlines; taking seats away from other passengers; and perhaps most troubling to most, putting children at risk of serious injury on the road if they do not fly.

(Continued on pg. 2.)

Special Opportunity

Are you either a CPS Technician or Educator Workshop participant?

Los Angeles County Parks After Dark would like us to set up exhibits this summer throughout the County. If you are interested in helping, let us know at stombrello@carseat.org so we can offer you options.

Everyone needs basic information to protect kids in the car.

SafetyBeltSafe U.S.A.

Office:

514 N. Prospect Ave., L-6,
Redondo Beach, CA 90277
(310) 318-5111 (also FAX)
(800)745-SAFE
(800)747-SANO

URL: www.carseat.org

Mail:

Box 553

Altadena, CA 91003

EXECUTIVE DIRECTOR:

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LCSW, CPSTI

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Flight Data, continued:

NTSB looked into the last argument by comparing increases in auto deaths during three periods when American planes were not flying.

There were 3 distinct periods: 1981, the traffic controllers' strike; 1991, the 1st Persian Gulf War; 2001-02, following 9/11 attack on the United States.

The findings were 3.5% drop in 1981; 5.9% drop in 1991; and .6% drop in 2001-2002 in passenger deaths. In the 3rd period, deaths of children birth-age 5 were down 12.4% and injuries, down 8%.

Every U.S. state requires the youngest children to ride in safety seats, so families usually own appropriate products. The FAA can make safety seat use mandatory, and it is incumbent upon adults to protect the children in their care.

As there is no requirement for any restraint on children under age 2 and most children until ages 4 to 6 are using seats with internal harnesses, SBS USA recommends parents buy tickets for children and transport them in their seats. This protects them from turbulence and in general, makes them happier flyers while it protects the safety seats from damage or loss as baggage.

Calendar:

Technical Webinars for CA Technicians:

6/1,7/6: 10 am-11:30 am. 1
Continuing Education
Unit.i0680@hotmail.com

Basic CPS Webinars

5/11, 16, & 24: 10 am & 5 pm. 1
nursing CEU from AWHONN.
Register at www.carseat.org.

CONFERENCE

Kidz in Motion Conference:

8/30-9/2: National CPS conference,
Broomfield, CO.
www.kidzinmotion.org

New Seats

Chicco NextFit IX, available only at Babies 'R Us, almost identical to the NextFit models, has nine headrest positions instead of six and different lockoffs. Features the same as other NextFits are 9-position recline, super cinch LATCH connectors, and an infant insert for kids 5-11 lbs.

The seat fits kids 5-40 lbs. rear facing and 22-65 lbs. forward facing. Discontinue lower anchor use at 35 lbs. rear facing, 40 lbs. forward facing. Don't use inflatable safety belts. It has an 8-year life.

Peg Perego Viaggio Shuttle, a backless booster for kids 40-120 lbs., features rigid LATCH connectors, an adjustment strap for the shoulder belt, and a 12-year expiration. It may be installed with an inflatable safety belt.

Erratum: In the 3/17 issue, p. 3, we mistakenly listed the UPPAbaby Mesa as a seat without a lockoff in the base. We apologize.

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Safety Seat Checkup Day Recap

April 8th at USC Verdugo Hills Hospital, Glendale, was exceptionally busy as eight teams evaluated 52 safety seats for 32 families with 38 vehicles and discovered a 98% misuse rate. Families came from 20 localities, including 11 locations in Los Angeles, seven other cities, and two unincorporated areas of Los Angeles County. The 25 checkers came from three counties and Malaysia, affiliated with 15 agencies plus four independents, and with five supervisors from SBS USA and Pomona P.D. Logistical aid came from the Civil Air Patrol Capt. Jay Weinsoff Cadet Squadron 3 and USC Verdugo Hills Hospital. Glendale P.D. sent three officers to greet those gathered.

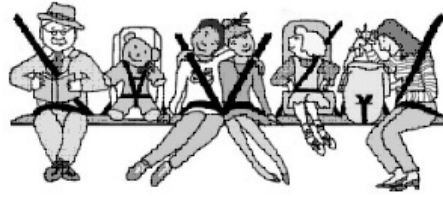
Each year those saved by safety belts and seats are invited. This year was special because Stephanie Pihlmann of USC VHH brought her husband Kevin Camonayan, 4-year-old Amadeus, and 11-month-old Ramana to tell of their crash into an 18-wheeler just days after Stephanie attended a safety event at the hospital with SBS USA. Inspired, she obtained a new seat for Amadeus to keep him rear facing like his sister. After the crash, all of them “walked away” which Stephanie attributes to having both kids facing rear.

CPS educators rarely hear about those saved by their actions. This incident shows why SBS USA makes every effort, with staff and volunteers, to attend many events with exhibits or talks throughout the year. Everyone who attends training at every level can use SBS USA materials to promote the latest recommendations for safety.

This year, Janice Hahn, Los Angeles County Supervisor, and Wilma Chan, Alameda County Supervisor, presented Proclamations of the Week at Board sessions to SBS USA President Bonnie Oseas and Mary Howe of longtime SBS USA member AAA No. California, Nevada, and Utah respectively. We were delighted to receive proclamations from Counties from Del Norte to Imperial as well as from cities in Los Angeles County

Support from California Office of Traffic Safety (CA OTS); Pomona Police Department; Toyota Motor Sales, U.S.A.; Michael Sachs, MD; ColorGraphics; Peace Officers Association of Los Angeles County; and USC Verdugo Hills Hospital was key to a special 2-week emphasis on the safety of kids. Officers focused on finding kids at risk on the road during Special Enforcement Week, aiming for a benign Safety Seat Checkup Week following.

SafetyBeltSafe U.S.A.
P.O. Box 553
Altadena, California 91003



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*Almost halfway through the year.
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***SafetyBeltSafe* News**

May 2017

California Nurses and CPS

SafetyBeltSafe U.S.A. has partnered with The Association of Women's Health, Obstetric and Neonatal Nurses (AWHONN) since last year to provide very basic Continuing Education Webinars for California nurses. Because of the CEUs, all potential participants must take a multiple-choice pre-test as part of registration. Subsequently, those who wish to apply for the unit need to complete a post-test and evaluation. The data, based on 253 pre-tests and 160 post-tests, provide a window into what appears to be an important need. Dealing with the evaluation data from 79 respondents first, we found that 67% rated the session as Excellent and 33% Very Good/Good, which has encouraged us to continue offering the Webinars. (*See pg. 2.*)

The pretest questions touched on nurses' knowledge of California law, specific basic CPS issues, and what non-CPSTechnicians might do with parents. Only 13% realized that children with special needs often can use conventional safety seats. We spoke little about this aspect, and on post-tests, only 31% recognized that important point. At the other end of the spectrum, 90% of the nurses, rising to 99% at the end, were able to recognize the important questions to ask about used safety seats, perhaps because those about which they inquired were visibly worn. More than 71% and 74% recognized that they were responsible to cover components of the California Health and Safety Code required by state law and thus, knew that car crashes are a major risk to children. After the session, 94-99% answered correctly.

Areas that were less familiar to the nurses concerned details of California law, such as how long children need to remain in boosters. Like most parents, 39% were seeking a specific age, rather than "when the belt fits" but understanding on this rose to 62%. Only 32% knew how to judge harness snugness and 43% picked "not rethreading the harness" as the one aspect of possible actions inappropriate for a non-CPSTechnician nurse. However, in the post-test, 84% and 72% picked correctly.

Of the initial nurse contingent, only 39% could pick out the common but erroneous reason for turning children to face forward, i.e. feet touching the seat back, but that jumped to 70%. In California, that is important not only for safety but also because, with court costs, turning forward too soon would bring a \$500 fine. Finally, the ways for a parent to know a safety seat is installed properly were recognized by 55% with a 10% increase after the session.

The need for basic education in CPS is important. Moreover, this program ignited the nurses in a hospital that once had had an active advocacy program to jump back in—inviting *SafetyBeltSafe* U.S.A. (SBS USA) to present at a safety day for staff and to host a certification training with checkup by SBS USA with some of their nurses as participants.

Six more California Webinars are planned for May. We invite other states to consider discussing with SBS USA how to arrange the Webinar, excluding California-specific data, for your nurses.