



# THE MARYLAND WING SAFETY MONTHLY



MAY 2023

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## The Safety Way

*Walk, don't run...*

Most activities, outside of genuine emergencies, do not require us to run. Running, especially at night or over uneven surfaces, greatly increases the risk of falling. Taking "a good spill" can lead to serious injuries including, but not limited to, spinal and head trauma.

Civil Air Patrol wisely promotes what are called **BEST PRACTICES** in all phases of our operations. This means personal best practices are equally as important for your own well being and the well being of the unit. Personnel that remove themselves from service due to ignoring best safety practices reduce the capability of the organization to complete its vital missions. *And* you can be stuck with a life-long disability. We want all of our CAP members to be safe and healthy.



So walk, don't run. That is the **Safety Way**.

### BEST PRACTICES

Best practices, as featured in the above article, are actually history in disguise. Rules, regulations, and their offspring called Best Practices, are usually developed as a result of damage, injury, or loss of life that has occurred sometime in the past. Wise observers then developed procedures/practices to avoid making the same mistakes again. Consequently, we need to adopt whatever best practices that are associated with a given task to begin with in order to avoid repeating history and history's regrettable results.



Are you ready to begin the job?  
Your own safety is the first step.

### THE SAFETY DICTIONARY

**STEWARDSHIP** — the responsible overseeing and protection of something considered worth caring for and preserving.



### CLEAN UNIFORMS



In reading about the U.S. Navy in World War II, you may discover that the men aboard ship were required to bathe and put on a clean uniform prior to combat. You might say, "Why, they are going to get dirty anyway?" But no. The cleanliness was to avoid being infected by unsanitary particles found on bodies and clothing. Many combatants in the past have died from infection and not the wound itself. Cleanliness is a best practice.

### MINDSET

Mindset is a fixed mental attitude or disposition that predetermines a person's responses to situations. It can also be characterized by a mental inclination and/or habit. It is a way of thinking and orientation.

In safety, the most important part of that characterization is the mental inclination/habit. Safety is not only something we do, but it is a way of thinking so that each and every situation is evaluated from a safety perspective.

Please remember, we use our mind to tell our feet and hands what to do. So we need to ensure we are thinking clearly.



### OUR AIM



Organizations falter without vision and direction. It is the same for the pursuit of safety. CAP says...*our aim in safety is to uphold the public's trust through a safety minded culture, safe environment for our members, and responsible stewardship of our valuable resources.*

We'd rather replace a broken tool, than replace YOU.

It's NEVER worth the risk working with faulty or damaged tools and equipment.

Always check before using, and replace if necessary.

Safety is not expensive. It is priceless.



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## SAFETY TIP

# WALK THIS WAY

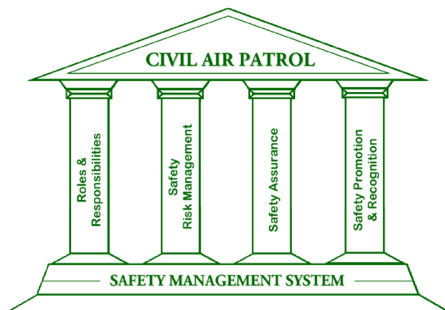
Pedestrian Safety Tips



PennDOT.gov

 <b>Unplug</b> Don't be a distracted walker.	 <b>Make eye contact</b> Don't walk until traffic stops.	 <b>Be bright</b> Wear reflective clothing at night.	 <b>Never Jaywalk</b> Use crosswalks and intersections.	 <b>Stay Alert</b> All the way across the intersection.	 <b>Watch for turning</b> Vehicles of all kinds.
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## ABOUT THE PILLARS



As we continue to examine the pillars in the above graphic, this month we will look at the second pillar: **SAFETY RISK MANAGEMENT**. Risk cannot be removed entirely from life, but it can be mitigated. That is, reduced and controlled. We are all familiar with the RM circular graphic. It represents an effective process to protect ourselves and our teammates as we endeavor to fulfill our CAP mission.

**IDENTIFY HAZARDS**

**ASSESS RISKS**

**DEVELOP CONTROLS/ MAKE DECISION**

**IMPLEMENT CONTROLS**

**SUPERVISE AND EVALUATE**

## THE POWER OF ONE

**1** attentive member can do more by observation and suggestion to prevent accidents, than a carload of safety signs.

## CAP SAFETY FOCUS

While CAPR 160-1 requires a single safety risk management day early in the calendar year, the National Commander is encouraging all units to spend time discussing these focus areas often throughout the year. Doing so ensures expectations for operating without exposure to unnecessary risk are reinforced and reaches as many members as possible.

## THE PILOT'S CORNER

In recent years there has been a number of tailstrike incidents with Civil Air Patrol aircraft. All incidents need to be reported. Although scraping the tail tiedown ring does not seem to be of a critical nature, we cannot see what has occurred inside the tail cone of the aircraft. Has the structural integrity been compromised? Have the control surfaces been effected? Please remember CAP does not lean toward being punitive. It leans toward safety. Yours and mine. Please report any and all incidents.

## CAP SAFETY PRINCIPLES REDEUX

**Learning** – more than just the acquisition of knowledge, true learning takes place when knowledge becomes a change in behavior – when we know better, we do better.

**Fairness** - impartial and just treatment or behavior without favoritism or discrimination.

**Accountability** – a willingness to accept responsibility or to account for one's actions.

**Flexibility** – the capability to adapt effectively when faced with change.

## FATIGUE

Some safety risks hit us head-on and are easily recognizable: such as standing in front of a spinning propeller. Others can linger on the sidelines and eat away at our ability to perform. A good head cold is an example...or being tired. Safety is the first thing that suffers. Reduced capacity from fatigue slows our thinking and reaction time. Effected also are reason and other cognitive abilities along with stamina. We may want to cut corners or not properly think through an issue or task. We should not operate on low power.



Please get adequate rest.





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## FIRE SAFETY TIP

### FIRE SAFETY ESCAPE PLAN



**2.5 Minutes:** Average time to escape a house fire after the smoke alarm sounds.



-Maximize that time by planning three steps ahead-

① **SOUND THE ALARM**

② **LIGHT THE PATH**

③ **KNOW YOUR WAY OUT**



Test your detectors monthly



Install smoke-alarm activated lights



Establish and practice your family's escape route

**EMERGENCY**

**911**

**FIRE RESCUE POLICE**

IN CASE OF NEED, RESCUE BREATHING OR CPR SHOULD BE STARTED IMMEDIATELY AND SHOULD BE CONTINUED UNTIL A DOCTOR ARRIVES OR UNTIL MEDICAL RESUSCITATIONS ARE APPLIED

If you cannot call 911, then text 911.

## THE DISPATCH

April's edition of *The Dispatch*, the Safety and Health Services programs' monthly newsletter, is now available online. Compiled and edited by Alecia Singh, Safety Program administrator, and Lt. Col. Gordon Helm of the Health Services program, this electronic publication includes the following articles:

- "The New CAP Triblade: A Partnership Among Safety, Health Services, and the Chaplaincy" by 1st Lt. Heather Parth, Florida Wing health services officer.
- "Are Good Leaders Expendable?" by Capt. Cole Ettingoff, Virginia Wing staff.
- "Risk Mitigation with ForeFlight" by Lt. Col. Don Jones, Texas Wing Group V commander.
- "Five Reasons to be Safe, Today!" by Lt. Col. Michael Bryant, Kentucky Wing Education and Training director.
- "A Message to Safety Leaders – Short Safety Reports Form" from Michael Nunemaker, CAP chief of safety.
- "New Members of the National Safety Team"

## EMAIL AND TEXT SCAMS

Watch out for these email/text scams:

1. **Your delivery was unsuccessful:** No, it wasn't. If you missed it, you'll most likely get a text or note on the door.
2. **Action required:** Your Payment Was Declined. Really?! Ask your bank or vendor.
3. **Re: Anything:** there are times when an email with "Re:" at the start is part of a legitimate email chain, but it is often a scam.
4. **Payroll has been delayed:** Does your boss email you with *this exact phrase*?
5. **Dropbox: Document shared with you:**

This one can be hard to spot, especially if you're a Dropbox user. Read carefully.

**Email/text safety: Stop and think, don't click that link. Remember—a scam is a lie.**



**DON'T LEARN SAFETY BY ACCIDENT!**

## SAFETY BY REGULATION



CAPR 160-1.1.2.3. Education and Training. The CAP Safety Program will provide members with education and training on the theory and practice of RM so that every member possesses the competence and confidence to employ RM in every pursuit.

## FOR CAPTAINS



A pilot is a flier. A captain is a manager and decision maker. How we see ourselves often determines how we will perform. It is important to be a good stick, but being a good stick will not save you if you are a poor decision maker. Both are necessary. And both skills need to be developed and practiced. Fly safely.



## CADET CORNER



"Happy Feet" was a 2006 movie about penguins. The title reminds me of the necessity for proper foot care. As cadets you do a lot of marching and physical drill. This includes not only qualifying for advancement practice and tests, but parade and color guard service as well. All of those activities are done on your feet.

So, as you would prepare any piece of CAP equipment for service, please make sure your feet are ready for service, especially in summer. Keep your feet clean and dry. Check for blisters and/or sores prior to beginning any of the above described activities. Wear socks that are clean, dry and not too tight or too loose. Above all, wear shoes that are comfortable yet uniform appropriate. Happy feet make for a happy experience.

