



THE MARYLAND WING SAFETY MONTHLY



SEPTEMBER 2023

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The Safety Way

Like any program, the success or failure depends upon the behavior of the participants. We, as members of CAP, are the participants in the safety program. However, participants need guidelines. Along with other important information offered to us in said program, we are encouraged to display the following behavioral characteristics: **CURIOSITY, COOPERATION, OPENNESS, REFLECTION, and ASSERTIVENESS.** In capsule form, we should be willing to learn and ask questions, work together to improve outcomes, share information and feedback, perform reflective analysis, and speak up when something is not right. That is The **Safety Way.**

PILOT'S CORNER



At the invitation of Lt Col Vallillo, I recently had the opportunity to fly his simulator into the airshow at Oshkosh, Wisconsin. I was not only impressed with his knowledge and skill related to the subject, but it reminded me of the high degree of planning and preparation required to be a safe and effective aviator. Even in the airlines there were no two days the same. Consequently there is always a need for very careful and precise planning, attention to detail, and remaining alert. These are all elements of safe flying.



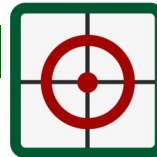
**PLAN YOUR FLIGHT THEN
FLY YOUR PLAN**

THE SAFETY DICTIONARY



PLANNING — preparing for the performance of an event and not leaving things to chance.

SAFETY AIM



It is the aim of your safety officer to help you get to "yes". That is to assist you in having an approvable risk management plan. However in order to achieve "yes" we have to work together to be fully prepared. For example, the most comprehensive request for activities outside of the squadron norm involve car parking and fund raising. Consequently, there is the always required CAPF 160 (Deliberate Risk Assessment Worksheet), and a MDWG Form 41 (Maryland Wing Fund Raising Request), for the fund raising portion. It is also required to note in Box 11 of the CAPF 160 the who/what/when/where/why of the event and if the host organization's insurance covers our participation. You also might have to have a CAPF 60-83 (High Activity Adventure Request), if there is particular risk. Finally, since you are putting together a package for submission, it is in your best interest to include supplementary paperwork such as maps related to parking or where CAP personnel will be working, a copy of said insurance, and even a written plan.

Hopefully this roadmap get you to "yes". Our aim is to help you get there but get there safely.



Maps are directly related to safety. They can help you find an efficient way to get from A to B and avoid many dangers. Use a "map" to plan your events.

CADET CORNER



Just like a pilot who needs to understand how to navigate across the land safely, a cadet must learn



to navigate their CAP career and learn skill, leadership, and advancement. It begins with customs and courtesies, learning drill and ceremony, and training in useful abilities like ground team and drone flying. Add to that self study, asking questions, and seeking help when needed, you will be on your way to success.




WISDOM

The best advice on wisdom is to make it your wingman. The dictionary says it is the knowledge of what is true and right coupled with judgement as to action and discernment. Just as you keep your wingman close, keep wisdom close by using it as part of your review process when considering action or speech. It will make life safer and more pleasant.



CAPR 160-1 IN FOCUS

 CAPR 160-1 1.4.1.1. Active leadership commitment to the CAP SMS and personal involvement in the execution of the CAP SMS at every level of command is vital to the success of the CAP Safety Program. Commanders must set the example by open and visible commitment to the SMS and are responsible for ensuring that every CAP member is aware of their roles and responsibilities in the CAP SMS.

The Maryland Wing CAPF 160 Library is now open for business. We began with five examples and a READ ME file available for your convenience. More CAPF 160 examples will be added progressively as we go forward. You can find this ready reference at <https://mdwg.cap.gov/staff-sections/safety>.



This resource has been established to assist you in your activities by saving time and effort. Each CAPF 160 has Interactive Form Fields and is open to addition, subtraction, and modification as necessary. For example, names and dates change and sometimes the specifics of an activity can be different than before. In addition, as we learn more about risk management and the particulars of this form improvements can be made (each form contained in this resource is as it was when originally approved). I have also included a blank CAPF 160 if you wish to start with a clean sheet. However previously produced forms can be referenced for content.

Thank you for your attention to the safety of your people and operations, and to Civil Air Patrol.

**THINK
SAFETY
BEGINS WITH
YOU**

YOU'VE GOT MAIL



For communications safety, please use official CAP mail for CAP-related correspondence.

THE TWO SIDES OF RISK



We all know that for each activity the hazards have to be identified, the risks assessed, and controls to mitigate those risked put in place. But risk has two sides: PROBABILITY and SEVERITY. Probability, although not a certainty, needs to be treated as if it *will* happen. Severity, on the other hand, measures the *strength* of impact and the controls put in place must meet that challenge.



TANGIBLE RESULTS

Our safety efforts are performed with the goal of producing tangible results. The below graphic shows those results:

Results

- Safety Performance**
Improved safeguards
Reduced errors
Proactive safety risk management
- Operational Readiness**
Effective response to changes
Improved agility in meeting challenges
Sustained availability of resources
- Organizational Credibility**
Reduced costs
Public trust and confidence
Sustained service capability
- Member Wellbeing**
Reduced stress
High confidence for personal safety
High engagement



SAFETY IN THE MOVIES



As we have all experienced, movies have the capacity not only to influence but provide insight and information.

1955's Strategic Air Command does all of those including an insight into the safety precautions and responses to risk that the B-36 and B-47 crews performed. Obviously, aviation has advanced significantly in the 70 years since this was filmed. But it is still worth taking another look into the preparation and necessary procedures they used to perform a successful mission or event.

