



THE MARYLAND WING SAFETY MONTHLY



FEBRUARY 2023

PAGE 1 OF 3



The Safety Way

It is an old cliché that winter has its hazards. Cliché or not, it is still true. Aside from all of the regularly discussed issues, we especially need to address the commonly present yet dangerous WINDCHILL FACTOR.

By definition, windchill factor is the lowering of body temperature due to the passing flow of lower temperature air. Basically, it takes the heat out of your body increasing the risk to life. Please take a careful look at the chart below. And...

WATCH THE WEATHER

PLAN AHEAD AND WEAR THE APPROPRIATE CLOTHING

		Temperature (°F)																	
		40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
Wind (mph)	5	36	31	25	19	13	7	1	-5	-11	-16	-22	-28	-34	-40	-46	-52	-57	-63
	10	34	27	21	15	9	3	-4	-10	-16	-22	-28	-35	-41	-47	-53	-59	-66	-72
	15	32	25	19	13	6	0	-7	-13	-19	-26	-32	-39	-45	-51	-58	-64	-71	-77
	20	30	24	17	11	4	-2	-9	-15	-22	-29	-35	-42	-48	-55	-61	-68	-74	-81
	25	29	23	16	9	3	-4	-11	-17	-24	-31	-37	-44	-51	-58	-64	-71	-78	-84
	30	28	22	15	8	1	-5	-12	-19	-26	-33	-39	-46	-53	-60	-67	-73	-80	-87
	35	28	21	14	7	0	-7	-14	-21	-27	-34	-41	-48	-55	-62	-69	-76	-82	-89
	40	27	20	13	6	-1	-8	-15	-22	-29	-36	-43	-50	-57	-64	-71	-78	-84	-91
	45	26	19	12	5	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-93
	50	26	19	12	4	-3	-10	-17	-24	-31	-38	-45	-52	-60	-67	-74	-81	-88	-95
55	25	18	11	4	-3	-11	-18	-25	-32	-39	-46	-54	-61	-68	-75	-82	-89	-97	
60	25	17	10	3	-4	-11	-19	-26	-33	-40	-48	-55	-62	-69	-76	-84	-91	-98	

Frostbite Times: 30 minutes (light blue), 10 minutes (medium blue), 5 minutes (dark blue)

Wind Chill (°F) = 35.74 + 0.6215T - 35.75(V^{0.16}) + 0.4275T(V^{0.16})
Where, T= Air Temperature (°F) V= Wind Speed (mph) Effective 11/01/01

An ounce of prevention is worth a pound of cure.



THE SAFETY DICTIONARY

COMPLACENCY—a feeling of quiet pleasure or security, often while unaware of a potential danger, defect, or the like. In practical terms, it is not checking on things or planning because you are assuming all is well.



RESOURCES

This Wing safety newsletter is designed to be an important reminder, but CAP has some excellent resources available...



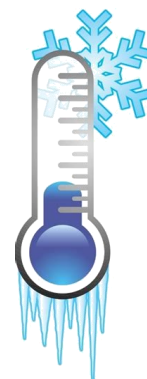
SAFETY DOCUMENT MASTER LIST

Both of the above resources can be found at gocivilairpatrol.com.



THE DRESSING RULE

As a student of aviation I learned an important lesson: do not dress for the cabin heater but dress for survival in case of an unexpected landing in poor weather or naturally harsh terrain. Thinking it was a good rule for any event, I emphasized to my family that when we went somewhere in the car we were to dress as if we had to walk.



One winter night that rule proved to be very helpful. Our old, unreliable used car died one winter night right on Route 11 in Greencastle. My wife, my young son, our baby daughter, and I suddenly found ourselves without heat or transportation in very cold conditions.

But we were dressed appropriately - and the dressing rule served us well.

IN THIS EDITION

The Safety Way	1
An Ounce of Prevention	1
The Safety Dictionary	1
Resources	1
The Dressing Rule	1
Keep 'Em Flying	2
Preventative Maintenance	2
Safety Sacrifice	2
Seeking The Vision	2
So Who Are You?	2
Safety Is People Protection	2
Fire Safety Tip	3
About The Pillars	3
Safety By PowerPoint	3
Crash Course	3
When A Badge Is A Shield	3
A Word Of Wisdom	3
Safety Reporting	3
Dividends	3



THE MARYLAND WING SAFETY MONTHLY



FEBRUARY 2023

PAGE 2 OF 3



SO WHO ARE YOU?

As the new Maryland Wing Director of Safety please let me introduce myself.

I am Lt Col Ray Phillips, late of the Minnesota Wing where my last assignment was Wing Vice Commander. My wife and I moved back to the Mid-Atlantic region after living 12 years near Minneapolis to be close to our adult children and our grandchildren.

In Minnesota I concluded a career in aviation which began in the late 1960s. For years I was an airline pilot instructor and checkairman which is heavily safety related.

My CAP career began in April of 2001 at the Hagerstown Composite Squadron (to which I have returned).

It is an honor to be associated with CAP professionals as yourselves. I hope you will join me in embracing the ideals of safety as a vital pursuit to ensure the well being of our members, the Wing, the U.S. Air Force, and our great country.

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Thank you.



Safety is people protection.



Civil Air Patrol needs to fly—
but fly safely. Please
encourage your squadron
commanders to promote
senior and cadet flying safety.
It is important to mission
readiness and to the country's
need for future aviators.
KEEP 'EM FLYING.



Preventative maintenance is a good
safety practice when dealing with
any kind of machinery.



The above Medal of Honor ribbon
symbolizes not only extraordinary courage,
but an interesting contrast in safety
practices. The awardees are ones that
sacrificed their own safety for the safety of
others.

SEEKING THE VISION

PEOPLE have to have vision. Whether it be for a single task or establishing and maintaining a viable program. Safety is no different. So let's review essentials from the beginning of CAPR 160-1 to remind ourselves of the foundational principles and why we pursue safety:

The purpose of the CAP Safety Program is to protect CAP members from death and injury while minimizing loss and damage to property, organized around a vibrant Safety Management System (SMS). Our approach to safety and risk management has been patterned after, and adapted from, the U.S. Air Force SMS and other industry best practices.

We need to understand the philosophy and components of the SMS. A thorough understanding is vital to the success of the CAP Safety Program and vision.

The vision of the CAP Safety Program is to be a recognized national leader in safety RM, committed to proactive mishap prevention and protection of our members as they pursue their missions for the USAF, their communities, and in all CAP activities.

Risk Management (RM). Recognizing that there is always an element of risk in our missions, activities and daily lives, RM is an on-going process used in the planning and execution of all CAP activities.



THE MARYLAND WING SAFETY MONTHLY

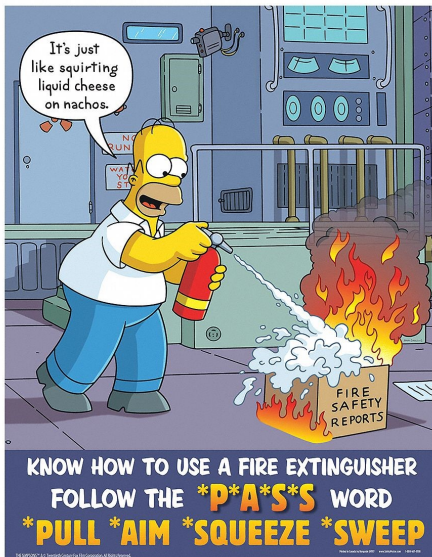


FEBRUARY 2023

PAGE 3 OF 3

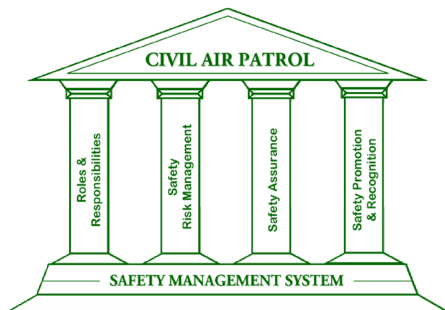


FIRE SAFETY TIP



KNOW HOW TO USE A FIRE EXTINGUISHER
FOLLOW THE ***P*A*S*S*** WORD
PULL *AIM *SQUEEZE *SWEEP

ABOUT THE PILLARS



Take another look at the pillars depicted in the above graphic. We have seen these before but they warrant closer examination. Where do you fit in?

In future publications of this newsletter we will be reviewing each pillar in the SMS and our responsibility toward them. In the meantime, see what you can determine for yourself. Keep in mind pillars are important because they support entire structures. Thank you.



SAFETY by PowerPoint

FROSTBITE

[www.gocivilairpatrol.com/
members/cap-national-hq/
safety/safety-library/safety-
briefings](http://www.gocivilairpatrol.com/members/cap-national-hq/safety/safety-library/safety-briefings)

Copy, paste, and
click!

CRASH COURSE

I have been watching a number of auto accident videos on YouTube. Each video shows a quite a few accidents. A pattern has emerged which puts almost all of the accidents in four or five categories—all of which demonstrate great carelessness. The most dramatic category is loss of control at high speed.

Safety requires care and forethought. We need to plan to be safe in each and every circumstance. Once we make that mental exercise a habit, that habit will protect us—especially behind the wheel.



Civil Air Patrol operates vans. Vans are usually filled with cadets. That is something to think about.



WHEN A BADGE IS A SHIELD

You may find it interesting to note that our safety device is called a “Badge”, when in fact it is shaped like an ancient shield. I have no problem with the term badge, but it does remind me that we in safety are to be a shield to our people, our units, and our organization. Shields protected the health of the user and enabled them to continue to be effective in their efforts.

A WORD OF WISDOM

A person of courage knows when to stop another member to prevent a mishap without fear of criticism.

SAFETY REPORTING

Civil Air Patrol has transitioned from the Safety Information and Reporting System (SIRS) to the CAP Safety Information System (CAPSIS).

To make a CAPSIS report, go to capnhq.gov/login/menu/safety/CAPSIS.

Reporting of mishaps and safety related occurrences helps prevent future undesirable events and strengthens our organization.

STOCKS AND SAFETY BOTH PAY
DIVIDENDS