



THE MARYLAND WING SAFETY MONTHLY



MARCH 2023

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The Safety Way

The "Commanding Officer at home" informed me several years ago that I was not getting up on ladders anymore. Although my statement is tongue-in-cheek, and my wife is a wonderful person, she was making an important point. That point was directly related to health and safety: older people are not usually as flexible as they once were, and they especially cannot afford to fall.

It is important to recognize when a proposed operation contains too much risk because it exceeds your personal limitations, or exceeds the limitations and/or capability of your group or unit. So it is worth taking another look at the graphic to the right. But this time consider the process in respect to any personal function or job you wish to perform. Especially on a ladder.

That is the **Safety Way**.



PROPELLER TIPS



What the above member is doing looks cool for a photograph, but in reality it is very dangerous. Small aircraft engines, due to their unique design, have been known to start by moving the propeller. Even slightly. Do not touch a propeller unless you absolutely have to for preflight or repair. Also, do not allow any part of your body to pass through the propeller arc while examining the aircraft. Please remember:

NO ONE HAS EVER WON A FIGHT WITH A PROPELLER.



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THE SAFETY DICTIONARY

PREVENTION—averting, forestalling, or precluding hazards. Taking steps in advance to avoid undesirable consequences or occurrences. Decreases risk.



Make risk decisions at the appropriate level.

RESOURCES

Our Wing monthly safety newsletter is designed to be an important reminder, but CAP has excellent resources available. For example:

<https://www.gocivilairpatrol.com/members/cap-national-hq/safety/capsafety-principles>

Copy, paste, and click!

HAZARDS CAN OCCUR IN OFFICE ENVIRONMENTS TOO

AVOID THIS . . . BY AVOIDING THESE!

TRIPPING ON POWER CORDS

BAD ERGONOMICS

OPEN CABINETS

ALWAYS USE GOOD SAFETY PRACTICES



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FIRE SAFETY TIP



FIRE SAFETY TIPS AT HOME

MATCH
Keep flammable materials such as lighters and matches out of children's reach.


STOVE
Turn off the stove and remove pots and pans from burner right after cooking.

ELECTRIC PLUG
Unplug appliances after use to avoid overheating.

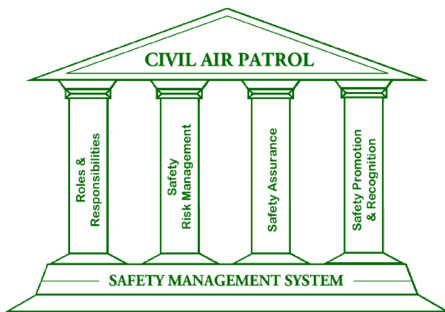
LPG
Always check your LPG tank for leaks.

CANDLES
Keep lit candles away from flammable materials such as cloth and wood.

ELECTRIC WIRINGS
Regularly check electrical wires for damage. Replace faulty wiring immediately.



ABOUT THE PILLARS



We said that in future publications of this newsletter we will be reviewing each pillar in the SMS and our responsibility toward them. So let's look at the first one: **ROLES AND RESPONSIBILITIES**. In a broad sense, each of us—from the newest cadet to the most experienced senior—is a safety officer. We all need to be constantly alert to all possible safety hazards at all times. In safety we are all each other's wingman.

A "Wingman" refers to a flight pattern. There is a lead aircraft and another which flies to the right and behind the lead. He or she is called the "Wingman" because they primarily protect the lead by "watching their back."

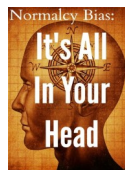


The dictionary says a safety net, aside from one used by firemen, is a guarantee of professional security. For us, we need to know the CAP safety regulations and best practices to guarantee as much as possible the safe outcome of our activities. Please review CAPP 163—Safety Assurance & Continuous Improvement.



SILENT KILLERS

We have all heard of "silent killers". Usually that refers to heart disease, illegal drugs, cancer, and the like. However in the safety world we also need to regard "normalcy bias" as a silent killer. Normalcy bias is a mental state that leads us to believe things will always be as they are. That is, the future will resemble the past.



Normalcy bias causes people to disbelieve or minimize threat warnings. It leaves us unprepared as wise cautions are set aside because we believe (or want to believe), we are immune to dangers or life changes. We think since all has been fine up to now we will continue to be fine. But a good CAP member knows life can take a quick and unexpected turn. A large part of safety is being prepared for possible problems. If you think bad things only happen to "the other guy", please remember you are someone else's "other guy".

PREFLIGHT/PREDRIVE



Every pilot knows they have to perform a preflight examination of their airplane as an essential safety

practice. This practice is second nature to the trained aviator. But have you ever considered taking a few moments to perform a "predrive" examination of your car? A quick look around the car could prevent unanticipated problems. Check for fluid leaks, broken lights, ground hazards like nails and rocks, flat or low tires, and so on. Driving requires safety practices too.



WISDOM



A second set of eyes is an important part of good safety practices. Akin to the Wingman concept, having another member do a safety check with you can catch overlooked hazards. This is a way of life in aviation, so why not is all of our activities? Civil Air Patrol is a team endeavor. Use your team members.





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HIGH ADVENTURE ACTIVITIES



CAPR 160-13.4 Acceptance of Risk.

For every mission or activity, leadership must designate who is responsible for making the decision to accept or not accept the risk and proceed with the mission/activity following a thorough risk analysis. Anytime the risk assessment determines the overall residual risk level, or any individual residual risk level (as determined by the CAPF 160), is Extremely High

or High, or the responsible individual has any doubts as to the acceptability of the any risk associated with the mission or activity, the decision to accept the risk should be raised through the chain of command.

NOTE: Approval of High (H) or Extremely High (EH) Risks. Anytime a residual risk is assessed at the H or EH level, the event must be approved in advance by CAP/CC. Requests to conduct any mission or activity with residual risk at the H or EH level must be submitted up the chain of command for final determination by CAP/CC.



As you may know, CAP Safety has partnered with Health Services to create a new health and safety monthly newsletter, The Dispatch. Have an article you'd like to include in an upcoming Dispatch? Submit it to: safety@capnhq.gov

TIMELINESS



CAPF 160 - DELIBERATE RISK ASSESSMENT WORKSHEET			
1. ACTIVITY		2. DATE (DD/MM/YYYY)	
3. PREPARED BY <small>(Name, Title, Mobile, Email)</small>		4. Rank	5. Duty Title/Position
6. Unit	7. Email	8. Telephone	
9. SIGNATURE OF PREPARED			
<small>Five steps of Risk Management: (1) Identify the hazards, (2) Assess the Risk, (3) Develop Controls & Make Decisions, (4) Implement controls, (5) Supervise and evaluate. (Step numbers do not equate to numbered items on form)</small>			
10. RISK ACTIVITY OR SERVICE TYPE	11. HAZARD	12. INITIAL RISK LEVEL	13. RISK CONTROL
14. RISK TO MEMBERS/PROPERTY/REPUTATION/OPERATIONAL EFFICIENCY	15. CONTROL MEASURES	16. RISK TO MEMBERS/PROPERTY/REPUTATION/OPERATIONAL EFFICIENCY	17. RISK TO MEMBERS/PROPERTY/REPUTATION/OPERATIONAL EFFICIENCY

For a well-run safety program, the necessity for a timely and accurate paperwork submission cannot be overemphasized .

SAFETY MENTORS

As a Safety Officer you fill a vital role in the organization and are one of the "go to" people in your squadron. But even go to people need their *own* go to person from time to time. This is where the a CAP mentor can be of great value. Civil Air Patrol says the program...*provides a trusted partnership and professional relationship with mentees in order to advance their professional development.* You may find it of great assistance to take advantage of this resource.



The application can be found at <https://www.govcivilairpatrol.com/members/cap-national-hq/safety/safety-specialty-track>.

Always expose members to the lowest acceptable risk.

SAFETY DOCUMENTS



Looking for a safety document? Head over to the Safety Document Master List on the CAP Safety website. This list is intended to be a comprehensive collection of our most current documents members may need in their safety-related roles. See the below graphic for the content available.

Sections

- Regulations
- Approved Supplements to CAPR 160-2
- Pamphlets
- Forms
- Guides
- Checklists and Worksheets
- Templates
- Visual Aids
- Training and Course Material



TIME TO RE-TIRE

Although you may not be the Transportation Officer of your squadron, safety does touch all aspects of squadron activities and you need to remain aware. Many squadrons operate large vans, as I have mentioned previously. Here is an interesting note from the National Highway Transportation Safety Administration on a subject most people do not think about...*All tires weaken with age—even unused tires; avoid using an old spare on your 15-passenger van. Check a tire's age by finding its Tire Identification Number (TIN) on the tire's sidewall. The last four digits of the TIN indicate the week and year the tire was made (e.g., 1010 = March 2010).* Take a look.

