



# THE MARYLAND WING SAFETY MONTHLY



APRIL 2026



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## The Safety Way



One way to analyze safety issues is to look for patterns. One pattern that has arisen lately in our ranks is **lack of situational awareness**, which has caused members to sustain physical injuries. Example: tripping over chocks and other items while working around aircraft. The solution is not difficult to employ: *look first, then act*. This is a form of risk analysis. And it is clearly **The Safety Way**.

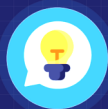
### The Four Components of Situational Awareness



**Perception**  
Accurately observing your surroundings.



**Comprehension**  
Understanding what you observe.



**Projection**  
Predicting what's likely to happen.



**Decision-Making**  
Choosing the best action based on awareness.

## FOD AND SAFETY



**FOD** means Foreign Object Damage. Another word would be "debris". It is very important when preparing your aircraft for flight that you inspect the hanger floor and the taxi way for rocks, pieces of metal, and any other objects that could cause damage to the aircraft. Propellers can be easily damaged by FOD. Propellers can also "kick up" FOD and damage aircraft parts or injure people in the vicinity. Anyone who acts as a crewmember or even a passenger in a CAP aircraft should make this inspection an essential part of their flight preparation. Do a FOD WALK for safety.

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## THE PILOT'S CORNER - THE 3 C'S

One of the issues that plague many human beings, even pilots, is an unwillingness to ask for help. I am no exception. But I have learned that when you are suspended in space, going more than 100 miles an hour, and using up your limited supply of fuel, pride has no place in the cockpit. When I began flying in the 1970s one of the first things I learned were the three C's: CLIMB, CONFESS, and COMPLY. As you know, CLIMB improves line of sight transmissions. CONFESS opens the door to solutions; the person from which you are asking for help needs to understand your situation. COMPLY then means take the advice and bring the flight to a safe conclusion—even if it means you will be inconvenienced. Better to be inconvenienced than rolled up in a ball on the side of a mountain. The 3 C's are a safety tool...please use them when necessary.



## HUMILITY? REALLY?

**YES!** Humility is essential to unit safety. We have to be willing to listen to one another. We have to set aside our egos and join our fellow members in seeking the common good (safety in events and operations). Everyone makes mistakes. And no one person may have the full safety picture. So let's cooperate (show humility), and ensure things turn out right...and safe.



Thank you to all Unit Commanders and Safety Officers for complying with CAPR 5.2.1.4, our Annual Safety RM Day, in a timely manner.

This does not just meet our regulatory obligation but enhances the safety of our operations. Well done!

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## CAPR 160-1 (I) IN FOCUS - HSWG

**CAPR 160-1 (I) 1-3c.** Health Service Working Groups, composed of personnel in several of the health professional disciplines, may be constituted to work with the chief in the further development and evaluation of Health Service programs as needed. The CAP/HS will coordinate selection of participants with wing and region commanders, and orders will be published by NHQ/DP accordingly noting appointments.

## CAPR 160-1 IN FOCUS - CAP/SE

**CAPR 160-1 2.6.1.4** CAP/SE will organize the National Safety Staff, comprised of members with an assortment of skills and expertise, and a variety of CAP mission specialties, to ensure the CAP Safety program reflects and meets the needs of all CAP members. CAP/SE will seek the cooperation of subordinate unit SEs to assist the National Safety Staff in developing and refining new program elements.

## CAPR 160-2 IN FOCUS - REVIEWING OFFICERS

**CAPR 160-2 7.1** Review Officer Assignment. Responsibilities for assigning review officers are as follows:

**7.1.2 Region.** Except as defined in Section 7.1.3. of this regulation, region commanders or their directors of safety must assign at least a primary review officer for SSOs occurring during missions, activities, accredited programs (see CAPR 60-1, Section 8.5.), or other events for which the region is responsible or is hosting regardless of the members in attendance or the geographic location where it is held.

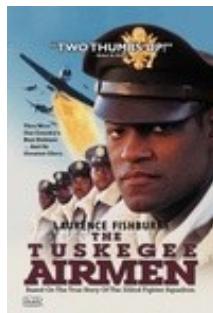
## THE SAFETY DICTIONARY

**Situational Awareness** - Situational awareness is the understanding of an environment, its elements, and how it changes with respect to time or other factors.

## SAFETY PROVERBS

You cannot negotiate with reality. Base your risk analysis on what actually is.

## SAFETY IN THE MOVIES



**Safety in war?** Yes. Despite the risks of combat, safety is essential to maintain a fighting force. In this 1995 offering, we experience not only the risks and risk management techniques of combat airmen, but the added difficulties the airmen faced while they experienced a society in transition.

Along with courage, hard work, sacrifice, skill, and a great attention to detail, we see how a group of black Americans became one of the most successful fighter groups in World War II.



## WISDOM

**Wisdom** is reflected in the old adage, "Look before you leap." A wise person looks, analyzes, then acts.



## KITCHEN KARE

**Many squadrons** have kitchens or spaces serving as food storage and preparation areas. Proper knowledge is essential to safeguard member health with food handling. Please reference <https://www.fda.gov/food/buy-store-serve-safe-food/safe-food-handling>



Your Director of Safety receives phone calls, text messages, & emails.

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## GUEST COMMENTARY

### OFTEN TIMES, THE "LITTLE THINGS" ARE WHAT MATTER MOST

By: Lt Col RC "Archie" DeJesus Gp5/CC



Elizabeth "Besse" Coleman was an early American civil aviator. She also has the distinction of being "the first African-American woman and first Native American to hold a pilot's license, and is the earliest known Black person to earn an international pilot's license" (Wikipedia). She came from humble

beginnings and rose to fame as a high-profile pilot performing dangerous stunts across the United States at the age of 34.

But how does this brief history lesson tie into safety? One hundred years ago this month, Bessie Coleman was killed in an aircraft mishap. On 30 April 1926, Coleman was surveying the site of a planned parachute jump in Jacksonville, Florida, when her Curtiss Jenny biplane flipped upside down at 500 feet after inadvertently entering a tailspin. Because she wasn't wearing her lap belt, Bessie fell out and plummeted to her death. Her companion pilot fought to regain control of the aircraft but was unsuccessful was also killed when the plane crashed. What was the cause? FOD! (Foreign object damage).

A wrench slid into a critical area of the aircraft and jammed its control gears. To this day, FOD is still an issue relevant to aircraft operations around the world. But more important than that, paying attention to tiny details and being aware that something routine could turn into something tragic under the wrong conditions. Forgetting to wear one's seatbelt, failing to inspect a vehicle before a long drive, lifting with your back instead of your legs, or failing to check the weather before setting out for a long hike. A mentor once told me, "It's the ants, not the elephants, that I'm more afraid of." Because they can (and often) get easily ignored, it is these little things that matter the most.



Bessie Coleman's Jenny

#### Focus On Fitness Safety

Better weather means many of us (especially cadets) will be doing more physical activities outside from sports to personal fitness. Regardless of where we are on our personal journey to be physically fit, it is important for us to prioritize fitness safety. Warming up for 5-10 minutes, staying hydrated, using proper form over heavy weight, and listening to your body to prevent injury. Wear appropriate gear and shoes, replace footwear every 300-500 miles, and increasing intensity gradually. Always cool down. It is recommended that you consult a professional if new to exercise or it has been awhile.

#### General Exercise Safety

- Warm Up & Cool Down: Spend 5-10 minutes preparing muscles with light activity (e.g., walking) and cooling down with stretches to prevent injury.
- Prioritize Form: Focus on proper technique, not heavy weight, to avoid injury.
- Stay Hydrated: Drink fluids before, during, and after exercise.
- Listen to Your Body: Stop immediately if you feel pain, dizziness, nausea, or lightheadedness.
- Dress Appropriately: Wear comfortable, moisture-wicking clothing and proper, non-skid shoes.

#### Outdoor & Environmental Safety

- Hot Weather: Exercise in the early morning or evening to avoid heatstroke. Watch for signs of heat exhaustion (headache, dizziness).
- Cold Weather: Wear layers that can be removed as you warm up, and protect extremities with gloves and a hat.
- Visibility: Wear bright or reflective clothing if running or biking near traffic.



#### Gym Safety

- Use Equipment Safely: Ask a staff member for guidance if you are unsure how to use a machine.
- Use Spotters: Always use a spotter for heavy, free-weight exercises like squats or bench presses.
- Maintain Social Distance/Hygiene: Use a towel on machines and wipe down equipment after use.
- Re-rack Weights: Return weights to their proper storage area to prevent accidents.

#### Strength Training Tips

- Breathe Properly: Exhale when lifting or pushing, and inhale when releasing.
- Don't Overdo It: Allow at least one day of rest between working the same muscle groups.



### CADET CORNER—(NO) ROCK STARS

In an earlier discussion, Lt Col DeJesus reminded me that Bessie Coleman was a "rock star" in her day. But Cadets, as he and I agree, Civil Air Patrol soars because of its team players and contributors, not its "rock stars." But we do have plenty of room for team players and contributors. Safety only works with teammates and wingmen looking out for each other. Please fulfill that calling and keep all cadet and unit activities safe and enjoyable.

