



THE MARYLAND WING SAFETY MONTHLY



FEBRUARY 2026



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The Safety Way

One of the advantages of our organization is that each of us is actively, or should be actively, looking out for the safety and welfare of our comrades. We examine all of our plans and actions with a critical eye ensuring safety is paramount in all we do. It used to be said that a person who was only looking out for themselves was call "one way." That kind of person reduces the effectiveness of the unit and in turn reduces the safety of the unit and all involved. But it is not so with us. We are a team and we have to be a team. Why? Because that is The **Safety Way**.



THE SAFETY DICTIONARY

Prepare - to put in proper condition or readiness. Not leaving things to chance.

WISDOM



Wisdom is taking the extra time to fully prepare for safety and success.

In darkness, the iris opens wider, making the pupil larger. This dilation lets more light into the eye, so more light reaches the retina. The retina, the light-sensitive tissue at the back of the eye, is covered in two kinds of photoreceptor cells: rods and cones. The cone cells give us the color vision that we have in brighter light. Rod cells are much more sensitive in low light, but only provide black and white vision. In dark conditions, most of the rods in the retina are turned on, but only a few cones are working. Then your vision is all or mostly in black and white. Cones begin to turn on and contribute some color vision when the amount of light approximates what you'd see on a starry night.

Ref: Dr. Goel 2018

THE PILOT'S CORNER - IN THE DARK



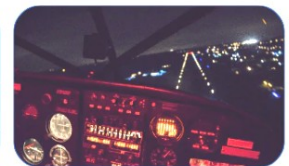
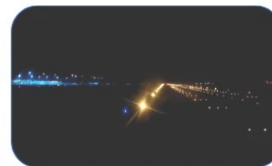
Ah, night flying. It has its own type of beauty. But it is also a different kind of flying with its own type of demands and risks. Along with the need to comply with specific regulatory requirements, it is also important to understand that many normal visual cues are missing; pilot workload is increased, and human vision is reduced. Fatigue comes sooner, and the pilot's stress level is often increased. Vision begins to reduce above 3000 feet MSL instead of 10000 feet MSL as during the day. Night flying also requires additional personal equipment such as flashlights.



All this is to say that for night flying an enhanced approach to risk management and planning is essential. Check out the extra information below from pilotmall.com.



Night Flying Illusions



- 1. Black Hole Effect:** Brightly lit runways in a dark environment can create a "black hole" illusion, affecting depth perception during descent.
- 2. Autokinesis:** Staring at a single light source for too long can cause it to appear to move, leading to misperceived motion.
- 3. False Horizon:** The absence of ground references or stars can make it hard to distinguish between the real horizon and false horizons, risking spatial disorientation.
- 4. Somatogravic Illusion:** Acceleration during takeoff can create an illusion of a nose-up attitude, potentially leading to over-pitching.
- 5. Runway Lights Illusion:** Airport runway lights may be mistaken for stars or other aircraft lights, leading to misjudgments of altitude and distance.
- 6. Flicker Vertigo:** Strobe lights and flickering lights can induce dizziness and disorientation, risking spatial disorientation or loss of situational awareness.



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CAPR 160-1 (I) IN FOCUS - CHIEF'S STAFF

CAPR 160-1 (I) 1-3a. The chief may have a staff, as needed, for the proper management of the Health Service program. The staff should be in disciplines other than that of the chief and will be appointed by the chief, with the concurrence of the National Commander.

CAPR 160-1 IN FOCUS - CAP/SE

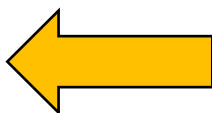
CAPR 160-1 2.6.1.2. CAP/SE will represent CAP as the national-level point of contact for safety-related industry and governmental agencies.

CAPR 160-2 IN FOCUS - REVIEWING OFFICERS

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

7.1.1. Wing. Except as defined in Paragraph 7.1.3. of this section, wing 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 wing is responsible or is hosting regardless of the members in attendance or the geographic location where it is held.

Safety Signs



**BE A READER.
HEED THE SIGNS.**



Your Director of Safety receives phone calls, text messages, emails. You can contact Lt Col Ray Phillips at:
rphillips@md.cap.gov /
301-667-9652



Greetings to all Commanders and Safety Officers. The clock has already begun its journey to March 31st. The Wing and each unit must comply with CAPR 5.2.1.4 Annual Safety RM Day prior to that date. To assist you, I prepared the Wing briefing and posted it to our safety library if you wish to use it. Please plan ahead. Thank you.



PERSONAL HEALTH & SAFETY



Personal health and safety refers to the overall well-being of an individual's

physical and mental health. It can be maintained and even improved upon through healthy lifestyle choices including proper nutrition, regular exercise, and mental health care, as well as adherence to safety practices in various environments. Fortunately, Civil Air Patrol offers meaningful volunteer service, important relationships, and safety training which helps each of us realize these goals.



CADET CORNER—PREPAREDNESS

It is essential, that before beginning any activity, you have everything in place that you will need or might need to be successful and safe. In place means the equipment and supplies have been accumulated, examined, and are ready to transport and/or use when necessary. Knowledge is also an essential component to preparedness. You never want to hear this, "Do you know how to do this?" "No, but I guess we'll figure it out after we get started." Not only is that not being prepared, it is also dangerous. Investigate, study, plan, analyze, and coordinate. And please remember: you make your own luck.





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INTRODUCTION:

Subject: Staying Sharp and Supportive Through the Winter Months

Now that we've settled back into our post-holiday routines, it's natural to feel a bit of "rust" in our technical skills—especially since recent weather has limited our hands-on training. As we navigate the mid-winter "dark ages," it is vital to stay focused and vigilant on the job. The gloomy February weather can take a toll on morale. Please stay mindful of your own mental well-being and keep an eye on your teammates for signs of burnout or shifting attitudes. "Taking care of each other" isn't just a slogan; it's a practice we must internalize daily. By maintaining a proactive, supportive culture, we'll reach spring stronger than ever. In the meantime, stay sharp, apply your winter safety procedures, and remember: better weather is just around the corner.



Snow Shoveling Safety – Staying Safe while Staying Clear

While clearing a driveway might seem like a simple winter chore, manual snow removal is a physically demanding task that carries a surprisingly high risk of injury. Understanding how to manage these risks is essential for maintaining physical health and operational readiness during the winter months.

Recognizing the Hazards: shoveling combines intense cardiovascular exertion with repetitive lifting, which can lead to:



- Physical Strain: Frequent back and shoulder injuries from improper lifting or heavy loads.
- Heart Health Risks: The combination of cold air and sudden physical exertion can put significant stress on the heart.
- Slips and Falls: Icy surfaces under the snow lead to poor traction, often resulting in sprains or fractures.
- Environmental Dangers: Prolonged exposure to freezing temperatures increases the risk of hypothermia and frostbite.

Preparation and Best Practices: before you pick up a shovel, take the following steps to protect yourself:

- Scout the Area: Look for hidden patches of ice or debris that could cause you to trip or slip before you start clearing the snow.
- Warm Up: Treat shoveling like a workout. Stretch your muscles and start slowly to prepare your body for the exertion.
- Proper Gear: Wear layers to regulate body temperature and choose waterproof boots with high-traction soles to prevent falls.

- Stay Hydrated: You lose fluids through breath and sweat even in the cold; drink plenty of water throughout the process.

Effective Shoveling Technique

- Push, Don't Lift: Whenever possible, push the snow to the side. If you must lift, use a small shovel and only take light loads.
- Use Your Legs: Keep your back straight and bend at your knees. Use the power in your legs to lift rather than straining your lower back.
- Avoid Twisting: Instead of throwing snow over your shoulder, pivot your entire body with your feet to move the snow to a new spot.
- Pace Yourself: Don't try to clear everything at once. Shovel smaller amounts more frequently and take 5-to-10-minute breaks to rest.



Summary: Snow removal is a necessary part of winter, but it shouldn't come at the cost of your health. By using the right techniques and remaining aware of the environment, you can ensure that you stay "mission-ready" and injury-free all season long.

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

