



THE MARYLAND WING SAFETY MONTHLY



JUNE 2025

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GAME OF DRONES

All drone pilots, new or experienced, benefit from rules and safety tips to help you fly safe. More importantly, drone safety is the law. See Summary of Small Unmanned Aircraft Rule (Part 107). - Ref: <https://www.faa.gov/uas>

This newsletter has not directly addressed drone safety before now but it is certainly needed. The proliferation of drones within CAP and outside of CAP is a reality. Consequently, there is automatically a need to protect CAP personnel, CAP equipment, any bystanders, structures, other airborne craft, and so on. First, of course, is operator safety then it branches out from there to the people and obstructions in the operating area. Next, weather—particularly wind—needs to be compensated for.



CAPP 70-4, Chapter 8, says in part: **Safety is the principal consideration** in all aspects of UAS operation. A safe UAS operation depends on accurate risk assessment and informed decision making. Risk levels are established by the severity of possible events and the probability that they will occur. Assessing risk identifies the hazard, the associated risk, and places the hazard in a relationship to the mission. The UAS crew must identify hazards, analyze the degree of risk associated with each, and place hazards in perspective relative to the mission or task. Ultimately the pilot in command has the authority to decline a flight mission that he or she considers excessively hazardous.

Risk Mitigation Considerations:

1. Monitor the overall aviation operation for human factors related issues a. Task saturation b. Fatigue, burnout, and stress c. Acceptance of risk as normal d. Lack of situational awareness
2. Utilize the appropriate aircraft for the mission a. Fixed wing vs. Multirotor b. Density altitude c. Payload types d. Flight duration
3. Communications Planning – When discrete radio frequencies are used during incident operations, ensure appropriate ground personnel monitor contact frequencies such as command and air to ground. Make sure that ground personnel know how to reach the UAS crew.
4. Obtain Input – Discuss operations safety with other pilots. Mission debriefings are an excellent source of information; UAS crewmembers will utilize After Action Reviews (AAR) to critique mission effectiveness with other incidents and personnel when possible.
5. The CAP Operational Risk Management Form for UAS operations will be used for all UAS Operations.



As you can see, risk analysis and risk mitigation is as vital here as in anything else we do. And please remember that drone flying can be very effective and very enjoyable, but it is *not* a game.



In this 2018 movie about the Kursk submarine disaster, safety was compromised by ignoring an increasingly dangerous situation with an errant torpedo. According to the film, as the weapon's internal temperature rose, the captain was informed but ordered no action based upon the knowledge that the temperature was "within limits" and they were due to fire the torpedo within a

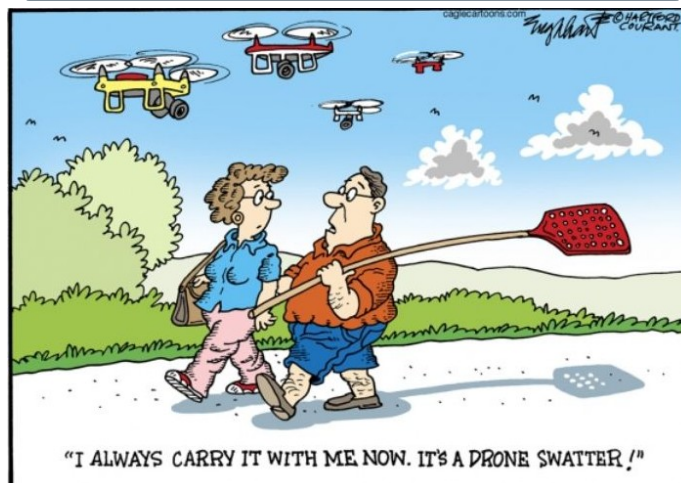
short period of time (inaction is sometimes bad action).

Unfortunately, the torpedo officer did not press the issue even though he observed that the heat continued to increase (fear of authority does greatly increase risk). Consequently, the bad torpedo exploded causing all of the other



torpedoes in that compartment to detonate. Combined with some political factors, the entire crew eventually lost their lives.

Risk assessment and planning for drone operations is essential. Keep CAP drones out of harms way...





THE PILOT'S CORNER

There is an old proverb that says people die due to lack of knowledge. We can then conclude that as much information a pilot has available in flight, the safer the conduct of that flight. Obviously the first source of information is provided by the flight and engine instruments.



13:39:11 z GPS AGL 2170Ft

Winds: 243° at 31 Kts Headwind: 31 Kts

Fuel Planner

Type Present Pos	DEST KASE
GS 157 Kts Fuel On Board 60.0 Gal Fuel Flow 6.0 Gal/Hr	
Reqd: 4.0 Gal	Efficiency: 26.2 NM/Gal
Fuel at KASE: 56.0 Gal	Range: 1,572.6 NM
09:20 H:M	Endurance: 10:00 H:M

Trip Planner

Type Present Pos	DEST KASE
GS 157 Kts Time 01:39 PM LCL Date 2 MAY	
DTK: 241°	ETA: 2:18 PM LCL
Distance: 104 NM	Sunrise/Set: 12:06 PM / 2:02 AM LCL
ETE: 00:40 H:M	ESA: 15,406 Ft-MSL

AUDIO UTIL SETUP SYS ALERT Scroll Select

Remember the six pack?

But additional information abounds. We have "glass cockpits" now with multiple data sources and tablets with navigation and weather information. Plus there is backup instruments, ADS-B, TCAS, terrain warning, and lets not forget the original information source—the radio. I learned to fly before all these exciting information sources were available to us as they are now. We were told that ATC is there to help and to CLIMB, CONFESS, and COMPLY to get out of trouble. The radio was sometimes our best friend.



But there is a caution: check your instruments and information sources against each other to insure the data is correct. And most importantly, if you have it in the cockpit—USE IT! Gathering all of the information available will help you make the best (safest), decisions. And after all, safety or disaster is usually the result of a pilot's decisions. Poor knowledge leads to poor decisions.



THE CADET CORNER

Adventure is a great teacher. First, it teaches you not to be afraid of the unknown. Then, as you gain experience and overcome the challenges, it strengthens you in becoming a more successful human being and CAP member. That "new" member is then able to make a greater contribution to the CAP mission with both confidence and leadership and, of course, a greater contribution to life in general. So do not be afraid of taking on new challenges. Done safely (safety is the key), adventure becomes a valued friend who leads you to a better life.

You got this!



Growth is a process. Give it time to develop. It is not even-paced. Sometimes it is two steps forward on one step back. Hang in there, Cadet.

CAPR 160-1 IN FOCUS

160-1 2.4.4.2. The commander will appoint the most qualified member available to assume the position of squadron SE.

CAPR 160-2 IN FOCUS

160-2 6.7.1. Disposition of Recorded Non-SSO Hazards. Commanders must ensure that all non-SSO hazard recorded for their area of responsibility are evaluated and then accepted, revised, or declined with rationale recorded in the appropriate application in CAPSIS.



FEMA

Need to take the IS-700 for your specialty track? You can find it at :

<https://training.fema.gov/is/courseoverview.aspx?code=IS-700.b&lang=en>



WISDOM

Wisdom is courage in the face of fear. It is not letting yourself be emotionally overwhelmed.



REMINDER



If your activity meets the CAP definition of HIGH ADVENTURE it will require above normal paperwork and the approval of the Wing Commander. Please read carefully CAPR 60-2 to ensure all safety precautions are taken and the appropriate CAP forms are completed.

CAP HEALTH

Basic First Aid / CPR / AED Class

Sunday, June 8 - 0800-1600 - MDWG HQS



If you want to sign up for the June Basic First Aid, CPR, & AED class, please register and pay on the eServices website at:



<https://www.capnhq.gov/Default.aspx?ReturnUrl=%2FCAP.Experiences.Web%2fRegistration%2fRegistrationDetails%3fEventID%3d5931&EventID=5931>

The cost of the class is \$35.00.

PLEASE NOTE: you will need to pay before arriving Sunday morning. Registration Zone is the only way we are accepting payment. We are no longer accepting Venmo or cash. No payments will be accepted on the day of the class.

For questions please contact MDWG Chief of Emergency Services Training Capt Joseph Dorffner at jdorffner@MD.CAP.GOV.

- Ref: Maryland Wing eNews 051925

ATTITUDES HAVE CONSEQUENCES



“Let’s review the danger of mixing a bad attitude with hazardous chemicals.”

THE SAFETY DICTIONARY

Courage—the quality of mind or spirit that enables a person to face difficulty, danger, or pain.

LADDER SAFETY

DO'S

- 1 Do maintain 3 points of contact on the step ladder:
- 2 feet & 1 hand or
- 2 hands & 1 foot
- 2 Do place the step ladder on level ground, solid and an unmovable surface
- 3 Do face the step ladder when ascending or descending
- 4 Do stay centered on the step ladder
- 5 Do fully open the step ladder and lock supports in place
- 6 Do brace yourself with your free hand if possible
- 7 Do carry tools in a toolbelt or pouch not in your hands
- 8 Do use a step ladder with non-slip feet
- 9 Do use the right height of step ladder for the job
- 10 Do inspect the step ladder before using it

DON'T'S

- 1 Don't overreach so you lose your balance and fall possibly causing severe injuries
- 2 Don't ever use the top two steps of the step ladder as it can collapse under you and lead to crippling injuries
- 3 Don't move or shift the step ladder while someone is on it
- 4 Don't place the step ladder on uneven ground, moveable objects, or a soft surface
- 5 Don't carry a heavy object or load that can cause you to lose your balance
- 6 Don't fold up and lean the step ladder against a wall or surface

If you become a student of safety, you will eventually become it's master.



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