



THE NEBRASKA WING SAFETY MONTHLY



OCTOBER 2024

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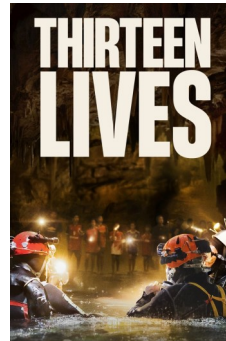
The Safety Way

September and October are well known for being the transition period between summer and fall, and then fall itself. Aside from cooler weather and beautiful trees, there are greater concerns. Among them are wet roads and runways, cloudy and sometimes cold conditions effecting our outdoor activities, the threat of icing in clouds for our aircraft, and stormy days in general. Therefore it is vitally important that all CAP vehicles, aircraft, and equipment be checked and prepared or replaced to meet the changing conditions and their challenges. All leaders need to plan their activities accordingly, and pay special attention to the forecast. Please plan ahead.



That is the Safety Way.

SAFETY IN THE MOVIES



Thirteen Lives from 2022 gives us a window into safety practices used by divers in the face of extremely hazardous conditions. Planning and preparation are carefully illustrated along with the safety aspects of a diver knowing their own limitations and the limitations of their equipment. Careful teamwork is also emphasized. Add to that their dedication to, and sacrifice for, innocent lives really leads one to admire them. It also enables us, as the observers, to learn by their example.



CAPR 160-1 IN FOCUS

160-1 2.4 **Command Responsibilities.** Commanders at every level of CAP are primarily responsible for the safety culture and practices of their immediate command and subordinate units, to include adherence to CAP SMS requirements and CAP's approach to the use of RM in the pursuit of all missions and activities. Commanders must have safety staffs trained and qualified to implement their own safety programs in the context of the larger CAP SMS.

CAPR 160-2 IN FOCUS

160-2 6.3.5 **Activity directors, encampment commanders, and incident commanders** must provide immediate notification to a member's emergency contact (CAPF 161) when that member is seriously injured, becomes seriously ill, or is otherwise incapacitated.



THE SAFETY DICTIONARY

EXAMPLE— a pattern or model to be imitated. What we should be.

HEALTH SERVICES

An important part of safety is caring for ourselves. CAP promotes personal well being through its health services division. This is particularly apparent in our CISM program: Critical Incident Stress Management and Resiliency. It has three primary functions:

1. Provide all CAP members a mechanism for them to receive crisis interventions from a team of peer supporters;
2. Provide the opportunity for suicide awareness training;
3. Provide resiliency education and coping skills. Learn more at...

<https://www.gocivilairpatrol.com/programs/emergency-services/critical-incident-stress-management-cism--resiliency>



PILOT'S CORNER



We all have various forms of insurance to protect our financial wellbeing. But there are other forms of insurance that we must have to protect ourselves too like good nutrition, adequate sleep, exercise, and so on. But for the pilot an essential form of insurance is an instrument rating. Since we depend on sight for orientation, and that sight is removed when caught in a cloud, we either have to *fully* understand our instruments, or loss of control is only a few moments away. You might be able to recover if the ceiling is high enough above ground level, or you may not make it that far due to an inflight breakup while trying to blindly manage the situation. And please remember, you cannot depend on what you "feel" is balanced flight. Your ears are useless in that respect.

Does it cost money to get an instrument rating? Yes. Will that money be well spent some day? **ABSOLUTELY!!** Be safe, friends.

BONUS SAFETY CONTENT FOR AVIATION

Avoid the Dirty Dozen

12 Common Causes of Human Factors Errors

About **80** Percent of Maintenance Mistakes Involve **Human Factors** ... and if Not Detected... Would Lead to Accidents.



www.FAASafety.gov

YOUR SOURCE FOR AVIATION SAFETY



Put Safety First and Minimize the 12 Common Causes of Mistakes in the Aviation Workplace

1



Lack of Communication

Failure to transmit, receive, or provide enough information to complete a task. Never assume anything.

Only 30% of verbal communication is received and understood by either side in a conversation. Others usually remember the first and last part of what you say.

Improve your communication—

- Say the most important things in the beginning and repeat them at the end.
- Use checklists.

2



Complacency

Overconfidence from repeated experience performing a task.

Avoid the tendency to see what you expect to see—

- Expect to find errors.
- Don't sign it if you didn't do it.
- Use checklists.
- Learn from the mistakes of others.

3



Lack of Knowledge

Shortage of the training, information, and/or ability to successfully perform.

Don't guess, know—

- Use current manuals.
- Ask when you don't know.
- Participate in training.



This aircraft was in the recent accident in Nevada. It can happen to any of us. Keep vigilant.



CADET CORNER

I enjoy the sights from an airplane window. And you can too. But please remember, cadets, that when you are flying in a CAP aircraft you are a vital crewmember. Make sure your pilot briefs you on safety procedures and how to inform them when you see something wrong or dangerous. Do not be afraid to speak up!



WISDOM

Wisdom is being a good example in action, speech, & professionalism.

CONTACT

Our Director of Safety receives phone calls, text messages and emails. You can contact Lt Col

Ray Phillips at:

rphillips@md.cap.gov /

301-667-9652

Avoid These Common Causes of Mistakes in the Aviation Workplace

4



Distractions

Anything that draws your attention away from the task at hand. Distractions are the #1 cause of forgetting things, including what has or has not been done in a maintenance task.

Get back in the groove after a distraction—

- Use checklists.
- Go back 3 steps when restarting the work.

5



Lack of Teamwork

Failure to work together to complete a shared goal.

Build solid teamwork—

- Discuss how a task should be done.
- Make sure everyone understands and agrees.
- Trust your teammates.

6



Fatigue

Physical or mental exhaustion threatening work performance.

Eliminate fatigue-related performance issues—

- Watch for symptoms of fatigue in yourself and others.
- Have others check your work.

7



Lack of Resources

Not having enough people, equipment, documentation, time, parts, etc., to complete a task.

Improve supply and support—

- Order parts before they are required.
- Have a plan for pooling or loaning parts.

8



Pressure

Real or perceived forces demanding high-level job performance.

Reduce the burden of physical or mental distress—

- Communicate concerns.
- Ask for extra help.
- Put safety first.

9



Lack of Assertiveness

Failure to speak up or document concerns about instructions, orders, or the actions of others.

Express your feelings, opinions, beliefs, and needs in a positive, productive manner—

- Express concerns but offer positive solutions.
- Resolve one issue before addressing another.

10



Stress

A physical, chemical, or emotional factor that causes physical or mental tension.

Manage stress before it affects your work—

- Take a rational approach to problem solving.
- Take a short break when needed.
- Discuss the problem with someone who can help.

11



Lack of Awareness

Failure to recognize a situation, understand what it is, and predict the possible results.

See the whole picture—

- Make sure there are no conflicts with an existing repair or modifications.
- Fully understand the procedures needed to complete a task.

12



Norms

Expected, yet unwritten, rules of behavior.

Help maintain a positive environment with your good attitude and work habits—

- Existing norms don't make procedures right.
- Follow good safety procedures.
- Identify and eliminate negative norms.

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