



# THE NEBRASKA WING SAFETY MONTHLY



MARCH 2025

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## PILOT'S CORNER

When it comes to crosswind conditions, every aircraft has two limitations: the limitation listed by the manufacturer in the airplane flight manual, and the limitation of the individual pilot. The airplane's limitation is determined by the test pilots. The individual pilot's limitation is based upon their skill and experience levels. Knowing that we are not test pilots, and most of us are of an average skill level, we need to set our own crosswind component limitation—which most likely will be less than what is in the manual. Proceed with caution.



## OUR REPORTING AIM



**SAFETY FIRST**  
PLEASE REPORT ALL SAFETY RELATED ISSUES TO YOUR SUPERVISOR IMMEDIATELY

**SEGURIDAD PRIMERO**  
FAVOR DE REPORTAR INMEDIATAMENTE, TODO ASUNTO RELACIONADO CON LA SEGURIDAD A SU SUPERVISOR

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Safety is not in the punishment business at Civil Air Patrol. Please know that. CAP Safety is in the teaching, analysis, and prevention business. Please have the confidence to report any and all safety related issues.



## SAFETY IN THE MOVIES



Taking safety precautions to the max, this 1968 John Wayne epic introduces us to the great dangers in fighting oil well fires. Any fire can cost you dearly,

but these type of conflagrations are incredibly intense. Consequently, the safety precautions and procedures necessary for the survival of the participants need to be equally robust. And if the viewer notices carefully, robust procedures begin with robust planning followed by a disciplined adherence to procedures. Sounds like safety to me.



## CONTACT YOUR SE

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

## THE SAFETY DICTIONARY



**LIMITATION**—a limiting condition; restrictive weakness; lack of capacity; handicap.

## CAPR 160-1 IN FOCUS

160-1 2.4.3. **Group commanders** will assign an SE to manage the group safety program in those cases where the size of the group staff allows, and the scope of the group's oversight dictates. This should be done in the context of guidance from the wing commander to determine structure and shared responsibilities of the wing and group safety staffs. When assigned, the group SE works directly for the group commander as a key member of the commander's staff and the commander's expert on safety RM.

## WISDOM

Wisdom is knowing your own limitations and staying within those boundaries.



## CADET CORNER



Fortunately for cadets, Civil Air Patrol provides a wide variety of participatory events ranging from classroom training to physical training to outdoor challenges (like encampments). Each of these events is an opportunity for a cadet to hone their safety awareness in a fluid environment and practice safety measures. Take the time to fully enjoy cadet activities but also use them as skill builders. You and your cohorts will benefit greatly.



## SAFETY RESPONSIBILITY



DEPENDS ON EVERYONE

## YOUR LEADERSHIP STYLE AND SAFETY

All of us are aware that leadership sets the tone in any organization. Consequently, leadership also sets the “tone” for both attention to and adherence to safety planning and practices.

So I invite you to examine the graphic below and determine the elements of your leadership style. No one is in just one single type but we are often a mix of characteristics. However one type will be dominate. After identifying yourself, consider reinforcing the more effective ones and eliminate the negatives.

Then, take your strengths and see how you can use them to promote and practice safety for yourself and for the ones you are responsible for. Enjoy!



Every 100 years the population of the earth completely changes. This then is our time—or we could say our watch.

Lets make sure on our watch we were known for service and safety and passed on CAP in great shape to the next generation.

## CAPR 160-2 IN FOCUS



160-2 6.5. **Notifications Pertaining to Aircraft Accidents and Incidents.** Region commanders are responsible for ensuring immediate notification to the NOC via phone call (1-888-211-1812) of all SSOs defined as CAPR 160-2 28 December 2022 7 an accident or incident in accordance with 49 CFR Part 830, or that meet the small, unmanned aircraft (sUAS) accident reporting requirements of 14 CFR Part 107.9, using the guidance in Attachment 3: Safety Significant Occurrence Notification Guidelines of this regulation. The following requirements also apply:

6.5.1. The Civil Air Patrol is the owner/operator of all CAP aircraft. CAP/SE or their designee, as a primary representative for CAP, has sole responsibility for reporting CAP aircraft accidents and incidents to the NTSB, FAA, or other government entities, as applicable.

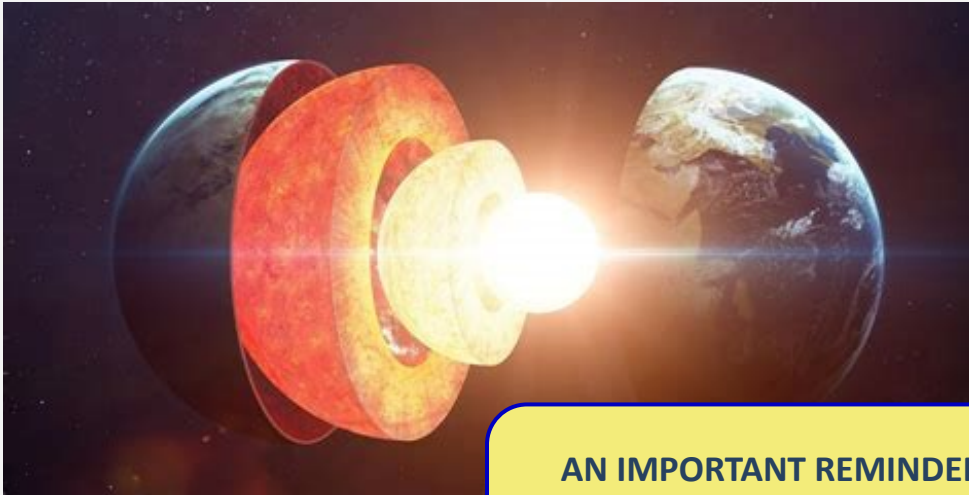
6.5.2. Members involved in an SSO while participating in a CAP mission or activity must not selfnotify a government entity regarding any accident or incident without coordinating with CAP/SE.

6.5.3. Members should fully cooperate with NTSB and FAA representatives if they are contacted and must provide those representatives with contact information for CAP/SE as the official CAP point of contact.

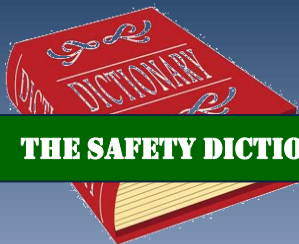
6.5.4. CAP members must not speak to the media on behalf of CAP or speculate as to the nature or cause of an accident or incident and must refer all media inquiries to CAP/SE or CAP Marketing and Communications.

6.5.5. Posting information pertaining to CAP SSOs on any social media or similar platform is prohibited.





AN IMPORTANT REMINDER - BUILD YOUR CORE AND ACQUIRE SAFE HABITS. THEY WILL SERVE YOU AND YOUR FELLOW MEMBERS WELL.



## THE SAFETY DICTIONARY

**CORE** - the central, innermost, or most essential part of anything.

**HABIT** — an acquired behavior pattern regularly followed until it has become almost involuntary.

### CORE COMPETENCY

The goal of the CAP Safety Program is for each and every member of Civil Air Patrol, as well as the organization itself, to embrace and practice RM as a **core competency** of Civil Air Patrol.

Every CAP member is expected to use risk management practices “as a **matter of habit**” when engaged in any CAP activity. All activities come with hazards and risks ...individuals and groups must be committed to the same risk management processes.