



# THE NEBRASKA WING SAFETY MONTHLY



NOVEMBER 2024

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## THE SPACESUIT LESSON



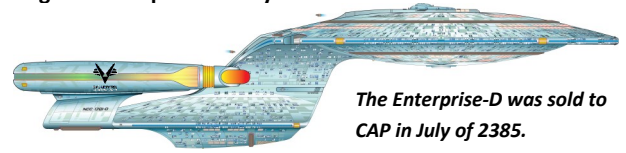
**Science fiction**, and now science fact, have long impressed us with the need to be protected in the inhospitable environment in space. The spacesuit was therefore designed to protect and sustain life by ensuring the wearer has proper temperature control, eyesight, hearing, oxygen/carbon dioxide control, and so on. It is an important lesson for us here on earth. Normally when we go to perform a task we do not think of dressing like an astronaut. But do we consider how to protect ourselves in the earthly environment where that task takes place

and what hazards are present? Failure to do so can be quite costly. Survival time in space without the suit is 15 seconds. Survival time with fire, an electric saw, a mismanaged ladder and the such can be just as short. Evaluate the risks and gear up accordingly.

## SAFETY IN THE MOVIES



**Star Trek** The Next Generation television series ran from 1987 to 1994 and continued the great space adventure. For the safety minded, it stood out because the crew was very procedural, disciplined, and paid great attention to detail. These three aspects are foundational to safe practices. In addition, the design and operation of the starship with its redundant systems also exemplified the long term benefits of good planning. Finally, you can see embedded within their actions the further long term benefits of good training. They set a great example of safety for us.



The Enterprise-D was sold to CAP in July of 2385.



## CAPR 160-1 IN FOCUS

160-1 2.4.2.2 **Commanders will appoint** the most skilled and qualified leader available to the position of director of safety (SE). Qualifications for the SE position at the region and wing levels are defined in paragraphs 2.6.2. and 2.6.3.

## CAPR 160-2 IN FOCUS

160-2 6.3.6 **For missions**, activities, or other events that do not require the assignment of an activity director, encampment commander, or incident commander, the unit, wing, or region commander is responsible for immediate notification to a member's emergency contact when that member is seriously injured, becomes seriously ill, becomes otherwise incapacitated, is involved in a reportable aircraft accident, or is involved in a vehicle accident.



## THE SAFETY DICTIONARY

**DEVIATE** - to depart from a procedure, course of action, or acceptable norm.



## HEALTH SERVICES

**We are excited** to announce that CAP is putting a greater emphasis on the health and welfare of our members and placing the Wing Health Services Officer within the safety team. Our HSO is:

Lt Col Arthur Weaver

[a.weaver@cox.net](mailto:a.weaver@cox.net)

Thank you Lt Col Weaver.

## WISDOM



**Wisdom is** being able to incorporate into daily life essential learning - such as safety practices.

## SAFETY GEAR

Safety Gear  
Saves Lives!



"As long as it doesn't interfere with your work, it's OK with me."

**Safety gear** really does save lives. It also saves eyes, and fingers, and other parts of your body that can be open to injury. Dress for the job!



## DRIVER SAFETY



### If you are driving and encounter a school bus, remember these simple rules:

**Yellow flashing lights** indicate the bus is preparing to stop to load or unload children. You should slow down and prepare to stop.

**Red flashing lights** and extended stop arms indicate that the bus has stopped and children are getting on or off. Before you can start driving again, you must stop and wait until the red lights stop flashing, the extended stop arm is withdrawn, and the bus begins moving.

**Even when lights aren't flashing**, watch for children, particularly in the morning or mid-afternoon around school arrival and dismissal times. Be alert as you back out of a driveway or drive through a neighborhood, school zone, or bus stop.

## CADET CORNER



Among other important things, cadets need to focus on regulations. For example: CAPR 60-1 4.3.3.3 says "Any time the unit conducts an in-person special event beyond the weekly squadron meeting, the unit commander or activity project officer shall provide a schedule for the event. CAPF 60-80, CAP Cadet Activity Permission Slip, includes fields to record basic information about the activity.

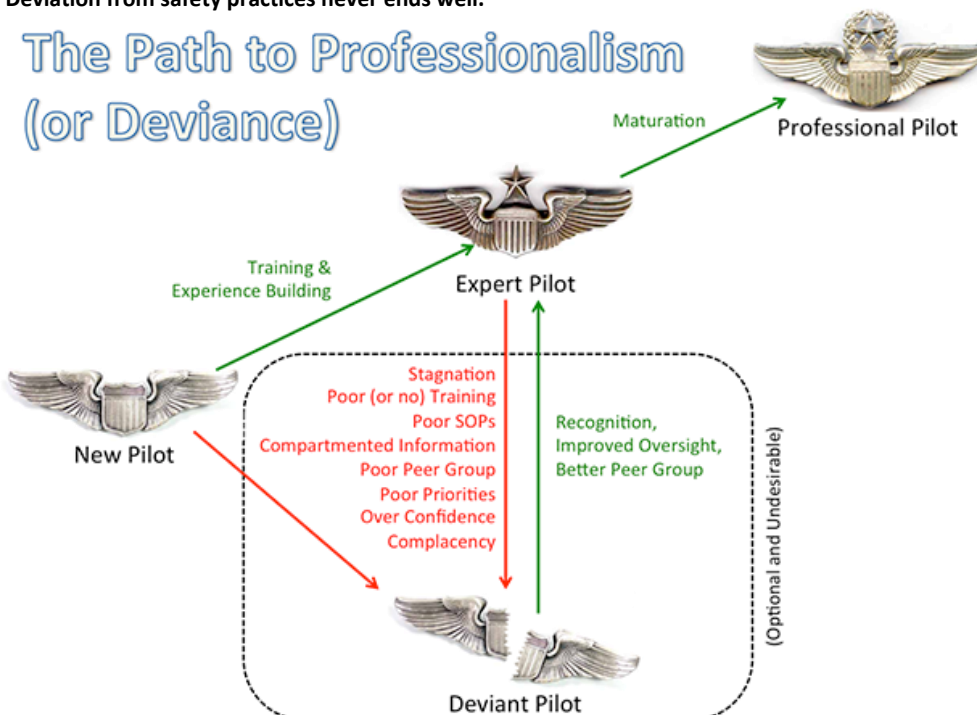
CIVIL AIR PATROL CADET ACTIVITY PERMISSION SLIP	
SUGGESTED BEST PRACTICE FOR LOCAL "WEEKEND" ACTIVITIES Approve the activity at least 2 weeks in advance and require participating units to sign up for the form 1 week prior to the event	
1. INFORMATION ON THE PARTICIPATING CADET	
Cadet Name:	Activity Name:
Unit Chapter Number:	Activity Date:
2. INFORMATION ABOUT THE ACTIVITY	
For non-based activity or outstation: Event Name: _____	For non-based activity or outstation: Event Name: _____
3. PARENT'S / GUARDIAN'S CONTACT INFORMATION	
Parent or Guardian Name:	Relationship to Cadet:
Home Phone:	Cellular Number (if available):
Work Phone:	Home Address:
4. OTHER DOCUMENTS REQUIRED TO PARTICIPATE	
<input type="checkbox"/> CAPF 20: Application for Special Activity	<input type="checkbox"/> Other / Special Leave Form (Specify):
<input type="checkbox"/> CAPF 102: CAP Cadet Health History Form	<input type="checkbox"/> CAPF 101: Permission of One or More Guardians
5. PARENT'S / GUARDIAN'S AUTHORIZATION	
I authorize my child to participate in the activity described above.	
Signature: _____ Date: _____	
Please detach on the dotted line. This upper portion is for CAP and the lower portion is for the parent or guardian's retention.	
6. HELPFUL INFORMATION FOR PARENTS / GUARDIANS	
To be completed by the cadet with assistance from their leaders or activity staff:	
Activity Name:	Activity Date & Time:
Activity Location:	Activity: <input type="checkbox"/> Outstation, <input type="checkbox"/> Flight, <input type="checkbox"/> Parachute, <input type="checkbox"/> Other:
Participant Fee:	Parent Fee:
Transportation Provided: <input type="checkbox"/> Yes <input type="checkbox"/> No	Other Fee:
High Absence: <input type="checkbox"/> Yes <input type="checkbox"/> No	CAPF Form of Release:
Photo Consent: <input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> I understand the risks associated with this activity and agree to release the Civil Air Patrol from liability.
Medical: <input type="checkbox"/> Provided <input type="checkbox"/> Bring your own <input type="checkbox"/> Bring none	Activity Website:
Restroom: <input type="checkbox"/> Available <input type="checkbox"/> Not available	Emergency Contact:
Estimated Time Returning to Home or Study Point:	

## PILOT'S CORNER



We have been flying for over 100 years. In that time many who came before us demonstrated the wrong way to do things. Consequently, regulations, standards, and procedures were developed to keep us safe. However, everyone has the tendency to stray from standards and develop bad practices. We can get away with deviations from those standards for awhile—but not forever. What is called "the normalization of deviance" from proven standards of performance will become our normal practice unless we are brought back to safety standards. Committing to periodic review of the regulations and the airplane flight manual, and flying with an instructor are all essential to maintain safe practices. Deviation from safety practices never ends well.

## The Path to Professionalism (or Deviance)



The above CAPF 60-80 can be found at



[https://www.gocivilairpatrol.com/media/cms/CAPF\\_6080\\_Permission\\_Slip\\_6DEA6DC6D05D1.pdf](https://www.gocivilairpatrol.com/media/cms/CAPF_6080_Permission_Slip_6DEA6DC6D05D1.pdf)



## 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**