



**U.S. CIVIL AIR PATROL  
SQUADRON 442  
KERRVILLE, TEXAS**

# MONTHLY NEWS

*“ReCAP ping what you need to know .... January 2019”*

*Maj GEORGE OTTO CAP  
COMMANDER*

*Maj THOMAS KING CAP  
DEPUTY COMMANDER FOR SENIORS*

*Maj JOE McROREY CAP  
DEPUTY COMMANDER FOR CADETS*

*Maj STEVEN ANDREWS CAP  
OPERATIONS OFFICER*

*1Lt BILL WOOD CAP  
ADMINISTRATION OFFICER*

*Capt JOHN DORIE CAP  
AEROSPACE ED & SAFETY OFFICER*

## COMMANDER’S CORNER (Tom King for George Otto)

George was returning from Alabama at the time of last night’s meeting. In his stead, Tom welcomed those in attendance at the squadron meeting yesterday evening. Tom introduced Sally Binge as a guest at the meet. Many would recognize Sally as the face of Kerrville Aviation, working behind the desk at the KERV FBO. The December monthly squadron meeting was combined with the squadron’s annual Christmas potluck dinner at the Cook’s residence (43 Oak Alley in Tierra Linda) on Saturday, 15 December 2018. Attendance was very good and the food was excellent! Many thanks to Harry and Marjorie for hosting this activity. The next squadron meeting will be on Wednesday, 6 February 2019 at 6:30 PM.



## DATES & EVENTS TO REMEMBER

<i>WHAT</i>	<i>WHERE</i>	<i>WHEN</i>	<i>WHO</i>
Wing-wide SAREX	KERV	18-20 January 2019	ES qualified members
CAP/JROTC Cadet O-Flights	KERV / KDRT	TBD	TBD
Squadron meeting	Tierra Linda airport	6 February 2019; 6:30 PM	Squadron members and guests

*For additional information on these activities, contact either George Otto (830-997-2901) or Harry Cook (830-895-7889).*

## ADMINISTRATION (Bill Wood and Roberta Himebrook)

Roberta Himebrook reminded everyone about the importance for each of us to update our CAPF 45. She distributed a summary sheet for each of us to review and return to her. If you have questions about CAPF 45 and your personnel file, please contact Roberta.

The annual Wreaths Across America was held at the VA Cemetery in Kerrville on Saturday 15 December 2019. Both CAP (TX442) and JROTC (Tivy HS) cadets participated in the event. The event had what many think was the best attendance ever for this local version of the national activity.

Remember that there are upcoming Squadron Leadership Schools (SLS) and Corporate Leadership Courses (CLC), including those to be conducted in the Kerrville area in March or April, 2019. The latter would be excellent opportunities for those interested in participating as students in these activities as well as those interested in participating as course instructors. For additional information (and if you are qualified and available to serve on SLS or CLC staff), please contact Diann Black.

Harry Cook noted that our squadron airplane (N794CA) currently has a total of 72 flight hours for fiscal year 2018-19. This keeps us in good shape for the year so far. The annual inspection will be due within 16 flight hours for airplane.

Harry told the group of an upcoming Powered Flight Academy in Nacogdoches, TX in the first week of June 2019, from which the top ten participating cadets, will receive funding to attend the National Flight Academy to be held in Brownsville, TX during the last three weeks of June 2019. The latter includes both ground school instructions and flight instructions.

Harry said the squadron bank account currently has a little over \$2,050. Donations to the squadron are tax-deductible (501c3 charitable organization). Checks can be sent to Harry or Marjorie Cook (squadron finance officer) and made out to “Kerrville CAP”.

## OPERATIONS (Tom King and Harry Cook)

John Murray and Harry Cook flew N794CA from KERV to the Stinson airport (KSSF) where they flew cadet orientation flights on Saturday, 5 January 2019. Tom discussed our near-future plans are to travel to Del Rio, TX where we will fly CAP cadet orientation flights for the Del Rio Flight (a part of our squadron) on Saturday, 19 January 2019. And to conduct orientation flights for both our CAP cadets and the Tivy HS JROTC cadets on Saturday, 26 January 2019. These flight activities will depend, of course, on having VMC weather on each of those days.

We may also participate in this month’s statewide SAREX activity. This activity is scheduled for the weekend of 18-20 January 2019. Which conflicts with our commitment to fly cadets that Saturday, 19 January. However, we may try to conduct 1-2 sorties on Friday, 18 January or 1-2 sorties on Sunday (morning), 20 January. More on this via email announcement in the coming week or so.

Harry and Tom also talked briefly about the Mountain Flight Clinic to be held in Alpine, Texas (E38) on the weekend of 26-28 April 2019. Harry reminded everyone to make reservations at the Hampton Inn (432-837-7344) in Alpine as soon as possible.

## CADETS (Josh Taylor)

Josh Taylor spoke briefly about the cadet squadron's latest activities including their participation in Winter Encampment.

Josh also mentioned that C/SSGT Paige Guzy received the Wright Brothers Award. Cadets earn the award upon completing Phase I, "The Learning Phase," consisting of the Cadet Program's first three achievements. The cadet must also take a closed-book written examination. As such, the award recognizes excellence in all four areas of cadet life: leadership, aerospace, fitness, and character. Once a cadet earns the Wright Brothers Award, he or she is promoted to the grade of cadet staff sergeant and begins service as a cadet non-commissioned officer.

## SAFETY (John Dorie)

John presented "Bird Strikes" for the monthly safety briefing.



Pilots share the sky with birds and bird strikes are a real and not uncommon danger. The majority of bird strikes often result in little or no damage to the aircraft and thus go unreported. Although for the bird, it's almost always a different story. The first reported bird strike was by Orville Wright while flying over a corn field in Ohio in 1905. Aviation pioneer Cal Rodgers was the first person to die from a bird strike in 1912. A seagull became jammed in his aircraft control cables. He crashed at Long Beach, California, was pinned under the wreckage, and drowned. During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives worldwide, as well as billions of dollars in aircraft damage.



Any aircraft that flies low and fast is at risk of a bird strike. The vast majority of bird strike incidents take place during take-off and landing phases - so fairly near the ground, although birds have been occasionally hit at higher altitudes (as high as 20,000 to 30,000 ft.). About 90 percent of bird strikes take place at or near airports, usually during taking off or landing.

The FAA maintains a comprehensive program to address wildlife hazards. There have been about 194,000 wildlife strikes with civil aircraft in USA between 1990 and 2017 (about 14,400 strikes at 700 U.S. airports in 2017). An additional 4,000 strikes have been reported by U.S. Air Carriers at foreign airports, 1990-2017. About 60% of bird strikes with civil aircraft occur during landing phases of flight (descent, approach and landing roll); 35% occur during take-off run and climb; and the remainder occur during the enroute phase. About 35% of bird strikes with commercial civil aircraft occur at ground level during take-off run or landing roll and 92% occur at or below 3,500 feet agl. From 1990-2017, there were 27 strikes with commercial aircraft at heights from 20,000-31,300 feet agl. About 63% of bird strikes with civil aircraft occur in day, 8% occur at dawn or dusk, and 29% occur at night. In south Texas, we often encounter vultures and hawks when flying. And it is not uncommon for us to see vultures circling just above one or the other end (or both ends) of a runway. So what can we do to mitigate the risks of having a bird strike?

We can make certain to have the aircraft's lights on. We can maintain "eyes outside the cockpit", at least in VMC conditions. We can try to fly at speeds that gives birds a chance to move out of the way and reduce bird damage if a collision occurs can help.

We should avoid taking off or landing in the presence of large birds and should try to avoid migratory routes, wildlife reserves, estuaries and other sites where birds may congregate. When operating in the presence of bird flocks, we can try to climb above 3,000 feet as reasonably rapid as possible because most bird strikes occur below 3,000 feet. Additionally, we should consider slowing the aircraft when confronted with birds: the speed of the aircraft is much more important than the size of the bird when it comes to reducing energy transfer in a collision.



If involved in a bird strike, many pilots seem to forget the first and most important rule of flying: Fly the aircraft. If the weather is cool, consider warming the windshield to reduce the chances of it shattering if a bird were to hit. Also consider keeping shatterproof glasses/goggles on hand to wear when taking off or landing in areas with birds. If we en-



encounter birds or wildlife at an airport, we let airport management know. They have a duty under FAR Part 139 to mitigate wildlife hazards on the airport. We should also report the hazard to air traffic control since they have a duty under FAA Order 7110.65, paragraph 2-1-22, to inform other pilots about the hazard, as well as other ATC facilities and automated flight service stations. Bonus question: What are the remains of the bird involved in a bird strike with an aircraft called? "Snarge." (Yes, true! It's military slang derived from snot + garbage, and used by the military as the FAA. They each use the term referring to the remains of birds sent in for laboratory analysis, *i.e.*, genus-species ID.)



Remember that TXWG mandates that all members must participate in the monthly safety briefing prior to participation in any squadron activity including air operations. This participation must be documented and will be verified prior to flight release of an aircrew. Your signing in at the monthly squadron meeting completes this requirement. You need no more safety briefing for this month. If you cannot attend a particular monthly meeting, respond "RECEIVED" to the e-mail to which the monthly newsletter is attached stating simply that you have received the newsletter/safety briefing. And you'll get credit for the safety briefing.