



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

MONTHLY NEWS

“ReCAPping what you need to know February 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 (George Otto)

George welcomed those in attendance at the squadron meeting yesterday evening. George introduced Robert Collier, a guest at last night’s meeting. Robert is a retired Naval aviator and currently works for Mooney International Corporation (KERV). Robert is interested in joining CAP and would be a very welcome addition to the squadron. The following individuals received awards: Certificates of Appreciation for Diann and Gary Black, National Commander’s Commendation Award for Gary Black, 2 year membership ribbon for Bill Wood, a 5 year membership clasp for Mort McKenzie and a 40 year membership clasp for George Otto. George reminded the group about the planning session for the Mountain Flight Clinic (MFC) on Saturday, 23 February 2019 at 11:00 am. We will meet at Harry Cook’s workshop. The next squadron meeting will be on Wednesday, 6 March 2019 at 6:30 PM.



Gary Black receiving the National Commander's Commendation Award.

DATES & EVENTS TO REMEMBER

WHAT	WHERE	WHEN	WHO
Wing-wide SAREX	KERV	16 & 17 February 2019	ES qualified members
CAP/JROTC Cadet O-Flights	KERV / KDRT	11 March 2019	Qualified O-pilots
Squadron meeting	Tierra Linda airport	6 March 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 previously 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.

Chuck Chandler noted that our squadron airplane (N794CA) currently has a total of 122 flight hours for fiscal year 2018-19. The airplane was flown for 27 hours in January 2019. This keeps us in good shape for the year so far. The airplane is currently at the Fredericksburg airport undergoing 100 hour and annual inspections. Most of Group V’s aircraft are currently out of service. Meaning that other squadron members will likely want to schedule the use of our squadron airplane over the next several months. Harry emphasized making certain that if you plan to use the airplane, be sure you schedule the sortie(s) in WMRS.

Harry said the squadron bank account currently has a little over \$2,000. 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)

After having to postpone their planned flight on Saturday, 19 January to Del Rio in support of cadet orientation flights out of that airport due to high winds (24 kts gusting up to 38 kts ... we thought we might run out of sick bags), Tom King and Gary Black flew N794CA down to Del Rio (KDRT) that Monday, 21 January. The weather conditions had improved significantly by that Monday. They flew a total of five cadets/five sorties before returning late that day back to KERV.

Flying N794CA out of the Kerrville airport on Saturday, 26 January, John Murray and George Otto flew orientation flights for both CAP cadets and AFJROTC cadets from Tivy HS in Kerrville, Texas. This activity was described in an article in the Kerrville Daily Times newspaper, thanks Bill Wood, our squadron PAO. The article eventually made its way to CAP National Director of Operations LTC (CAP) John Desmairis. Who passed the article up to the CAP National Operations Center (NOC). Our squadron was recognized by the NOC for this activity.

We will participate in this month’s statewide SAREX activity. This activity is scheduled for the weekend of 15-17 February 2019. We will operate out of the Kerrville airport that Saturday, 16 February with the possibility of additional flights the following day, Sunday 17 February. Expect an email asking for those interested in participating in this activity to contact Tom King.



We also discussed plans for 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.

COMMUNICATIONS (Mort McKenzie)

Mort reported having finally received the HF antenna which is to be installed atop the FBO building at the Kerrville airport (KERV). CAP's HF/VHF system includes over 500 High Frequency Automatic Link Establishment (HF-ALE) base stations, close to 750 non-ALE HF radios, and about 260 ground vehicle mobile HF units, plus an extensive Very High Frequency (VHF) network with over five hundred 100-watt analog/digital (P25) repeaters and thousands of VHF portable, mobile, and base stations. The CAP system also includes nearly one hundred and fifty low power portable repeaters for temporary ground or air-mobile use. All equipment operates on federal frequencies assigned to CAP, and is compliant with National Telecommunications Information Administration (NTIA) standards and thus capable of inter-operability with military and federal agencies.

CADETS (George Otto)

George noted that four members of the Tivy AFJROTC unit have joined the cadet squadron. He also gave a brief recount of recent cadet orientation flights and how enthusiastic the AFJROTC commander Bobby C. Woods, Jr., Col, USAF (Ret), is about the participation of his cadets in the cadet orientation flights program through our squadron.

Harry Cook discussed that up to ten CAP cadets who participate in the TXWG Powered Flight Academy will be offered further flight instruction leading to a Private Pilot License. This instruction will be held in Brownsville, TX.

SAFETY (Tom King)

In fulfillment of the required CAP *Annual Safety Risk Management Day*, Tom discussed "Common Mishaps and Operational Risk Management" (CAPR 62-1).

This year, CAP/TXWG provided resources that each squadron is expected to use during the Annual Safety Day meeting. Operational Risk Management always seems intuitive, something almost anyone should understand and follow before, during and after any CAP activity. Yet the occurrence of preventable accidents suggest otherwise. So what exactly are we talking about here; what is "Operational Risk Management" (ORM)? We are required to complete the now online ORM before each flight but why is it so important?

Operational Risk Management (ORM) is a Risk Management philosophy used in mission critical environments. The U.S. military, and the USAF specifically, utilize ORM. ORM revolves around a simple five-step process that is most frequently used in planning. These five steps are:

- Identify hazards
- Assess the hazards
- Make risk decisions
- Implement controls
- Supervise and watch for change

Tom discussed the idea of Risk vs Benefit: aviation has inherent risks. We accept risk as a part of our flying. But we also must weigh those risks against the benefits: is the risk inherent to flying on a given day, e.g., specific weather conditions, worth the anticipated benefit. If the risks are too great, then we should postpone or modify the parameters of that flight. There's almost always another, better day to complete the mission.

Even during the course of an activity such as a sortie, we should continually evaluate and re-evaluate risk vs benefit. Predetermine hazards and risks, and what you're going to do to "control" or mitigate those risks and hazards.

At times, even the best plan of action will not have foreseen a risk or hazard. The USAF has used the term "Knock it off!" for many years, meaning one or more participants deems risk greater than benefit and calls the activity to a halt. This phrase has been used by Air Force fighter pilots, even in combat, when they see unsafe situations. It's one of those phrases not used casually – they don't joke about it; they use it when they need to, and everyone abides by it. Those of us who have participated in USAF Intercept missions know that this is a component of the Plan of action for these intercepts.

Risk management must be a fully integrated part of planning and executing any operation, routinely applied by management, not a way of reacting when some unforeseen problem occurs. Careful determination of risks, along with analysis and control of the hazards they create results in a plan of action that anticipates difficulties that might arise under varying conditions, and pre determines ways of dealing with these difficulties. Each of us shares in the responsibility for the routine use of risk management (ORM) at every level of activity, starting with the planning of that activity and continuing through its completion.



Those of us who have participated in USAF Intercept missions know that this is a component of the Plan of action for these intercepts.



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.