



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

MONTHLY NEWS

“ReCAP ping what you need to know ... March 2019”

Maj GEORGE OTTO CAP
COMMANDER

Maj THOMAS KING CAP
DEPUTY COMMANDER FOR SENIORS

Maj JOE McROREY CAP
DEPUTY COMMANDER FOR CADETS

LTC JOHN MURRAY 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. It is with considerable sadness that we note the death of squadron member Steve Andrews. Steve died early the morning of Saturday, 9 February. Various members attended his funeral on Wednesday, 13 February at St. Michaels Episcopal Church in Kerrville. Steve will be missed. George also introduced guest Steve Drane, a Kerrville resident. Steve is interested in joining CAP and is an active pilot with several aircraft based at the Kerrville airport. The next squadron meeting will be on Wednesday, 3 April 2019 at 6:30 PM.

DATES & EVENTS TO REMEMBER

WHAT	WHERE	WHEN	WHO
AFJROTC Cadet O-Flights	KERV	11 March 2019	Qualified pilots and AFJROTC cadets
CAP Cadet O-Flights	KERV	16 March 2019	Qualified pilots and CAP cadets
Squadron meeting	Tierra Linda airport	3 April 2019; 6:30 PM	Squadron members and guests
Mountain Flight Clinic	Alpine, TX (E38)	26-28 April 2019	ES qualified members

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

ADMINISTRATION (Bill Wood)

Next year’s 2019 Texas Wing Conference will be held in 10-13 October 2019 in Grapevine at the Great Wolf Lodge.

Diann Black is organizing a Squadron Leadership School (SLS) and Corporate Learning Course (CLC) to be held on the weekend of 13-14 April 2019 at the Ingram Middle School/High School. The cost is \$40/participant which covers learning materials, lunch and snacks (checks payable to “Diann Black”). Diann said that she really needs additional instructors both for SLS and CLC. If interested either in attending one of these courses or teaching in one of these courses, please contact Diann.

Chuck Chandler noted that our squadron airplane (N794CA) recently came from annual and 100 hour inspections. The airplane accumulated 8 hours of flight time during the month of February, somewhat below the normal monthly average for our airplane because of these inspections and due to poor weather.



Harry and George asked for donations to cover the costs of flower arrangements at Steve Andrews’ funeral last month and for a CAP cadet scholarship fund to be established in memory of Steve Andrews. This fund has received numerous donation but could benefit from additional donations. If you wish to do so, please forward a check to Harry or Marjorie Cook (squadron finance officer) and made out to “Kerrville CAP”.

Harry noted that Steve had been the Group V Counter Drug (CD) Officer and had done excellent work in this position. Group V is currently looking for a replacement CD officer.

OPERATIONS (Tom King and Harry Cook)

On Monday, 11 March 2019, Gary Black, John Murray and Chuck Chandler will conduct Orientation flights (O-Flights) for AFJROTC Cadets at Tivy High School detachment, Kerrville Texas (Mission number: 19-T-4448). Each of the three planned sorties will include pilot and three cadets. The following Saturday, the same three pilots will conduct O-Flights for our CAP cadets.



As a reminder, we will host the annual Mountain Flight Clinic (MFC) in Alpine, Texas (E38) the weekend of 26-28 April 2019. Key MFC staff met on Saturday, 23 February to organize and plan for this event. The central facility for the MFC will be at the Hampton Inn in Alpine. If you plan to attend but

have not yet made a hotel reservation, please call the Hampton Inn in Alpine: 432-837-7344. The deadline for registering for the MFC itself is 17 April at 5:00 PM. A second and last MFC planning session will be held at 11:00 am on Saturday, 20 April at Harry Cook's workshop.

Because of several members planning to be out of town next week including George, we will not participate in this month's statewide SAREX activity scheduled for the weekend of 15-17 March 2019. However if you would like to participate in this SAREX, please contact 1Lt Anthony Redhead, CAP, Director of Operations Group V (Central Texas) at 512-581-8365 (cell). You would have to drive to one of the Staging Areas, e.g., Stinson Airport or San Marcos airport since our airplane will be used that Saturday for cadet O-flights.

We do anticipate participating in this activity for the following month. Next month's state-wide SAREX is scheduled for the weekend of 12-14 April 2019. We can anticipate functioning as one of several Staging Areas for that SAREX. We'll have further details by the time of our next monthly squadron meeting.

CADETS (Josh Taylor and David Bain)

Josh Taylor spoke briefly about the cadet squadron's latest activities including an upcoming tour of the Mooney Production Facility at the Kerrville airport on 11 March 2019. Two cadets will receive Curry Awards. And several cadets and senior members will participate in the Cadet Training and Education Program (CTEP). The Cadet Command Staff College is the last school in the CTEP progression. It takes cadets at the strategic level and teaches them the skills to plan and execute a wing level event such as an encampment. And several cadets plan to participate in the Airman Leadership School (ALS) hosted by Group V 10-12 May 2019 at Lackland AFB. The primary purpose of ALS is to teach cadets leadership skills, drill, customs, and courtesies, and embrace the core values. Training is geared toward airman cadets including airman basics.

COMMUNICATIONS (Mort McKenzie)

Mort reported that he continues to work on preparing for Communications at the upcoming Mountain Flight Clinic at Alpine, Texas the last weekend of April. Radio communications is a significant component of the activities during the MFC.

SAFETY (Tom King for John Dorie)

Tom discussed "Mid-Air Collisions".



Nearly all midair collisions occur during daylight hours and in VFR conditions. The majority of midair collisions occur within five miles of an airport, in the areas of greatest traffic concentration, and usually on warm weekend afternoons when more pilots are doing more flying. Pilots involved in such mishaps ranged in experience from first solo to 15,000 or more hours. Eighty two percent of these collisions had convergence angles associated with one aircraft overtaking the other. Only 5 percent were from a head-on angle. Seventy seven percent occurred at or below 3,000 feet (with 49 percent at or below 500 feet) suggesting that most midair collisions involve aircraft in the traffic pattern and primarily on final approach. Collisions occurring enroute generally are at or below 8,000 feet and within 25 miles of an airport.

Collision avoidance goes beyond a good visual scanning technique for other aircraft.

- Plan Ahead: Have charts folded in proper sequence and with handy reach. Keep your cockpit free of clutter. Be familiar with headings, frequencies, distances, etc., ahead of time; so, that you spend minimum time with your head down in your charts.
- Minimize or eliminate "panel fixation", i.e., concentrating on the PFD or MFD of the Garmin 1000 instead of scanning outside the aircraft (VMC conditions).
- Clean Windscreen (get into the cockpit and take a look from that perspective prior to taxi for departure). Is it really clean?
- Adhere to Standard Operating Procedures: adhere to appropriate flight regulations, such as correct altitudes and proper pattern practices.
- Avoid crowded airspace enroute, such as directly over major highways or commonly used VORs (e.g., Centerpoint VOR at Kerrville).
- Compensate for limitations in aircraft design: what are the blind spots in your aircraft?
- Use warning systems such as the beacon light and strobes.
- Communicate: first by listening, and secondly by speaking up with proper radio calls.
- Scan, Scan, Scan! Don't fixate on the panel or other distractors in the cockpit in VFR conditions.

The most important part of your checklist, of course, is to keep looking where you're going and to watch for traffic. Employ a near constant scan. Basically, if you adhere to good airmanship, keep yourself and your plane in good condition, and develop an effective scan time-sharing system, you should minimize your risk for an in-flight collision.



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.