



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

MONTHLY NEWS

“ReCAPping what you need to know April 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. George thanked all who contributed to the fund for a Steve Andrews Scholarship. George introduced guest John Dillard of Indiana. The next squadron meeting will be on Wednesday, 1 May 2019 at 6:30 PM.

DATES & EVENTS TO REMEMBER

WHAT	WHERE	WHEN	WHO
AFJROTC Cadet O-Flights	KERV	TBD	Qualified pilots and AFJROTC cadets
CAP Cadet O-Flights	KERV	TBD	Qualified pilots and CAP cadets
Squadron meeting	Tierra Linda airport	1 May 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)

The CAP National Conference will be held from Thursday, 8 August through Saturday, 10 August 2019 at the Baltimore Marriott Waterfront in Baltimore, MD. Online Registration is now open for this conference. The 2019 Texas Wing Conference will be held in 10-13 October 2019 in Grapevine at the Great Wolf Lodge. Online registrations can be made at greatwolf.com/grapevine entering: 1901CAP in the Offer Code box or call 1-800-693-9653 and using the group block id: 1901CAP

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 neither course currently has the required number of students. She will decide by this Friday whether these courses can be held this month or will be postponed until later in the year. For more information, please contact Diann.

Chuck Chandler noted that flight hours for our squadron airplane (N794CA) were 16 for the month of March 2019 and that we currently have a total of 148.6 hours for fiscal year 2019. Two hundred hours is the minimum required per fiscal year; we should have little to no problem reaching/surpassing that minimum number of flight hours.

The current online format for eServices will be discontinued effective April 30th and all users will be updated to version 2.0. There will be no functionality lost, but the user interface will appear different. Key differences between old and new formats include: 1. the applications are sorted by functional area, 2. widgets are on the front page for news, approvals and favorites and 3. the ability to navigate between applications through the menu and not having to come back to the main eServices page. You do not have to make any changes at this time. eServices 1.0 users will be automatically updated to the eServices 2.0 version on April 30th. You can view the tutorial on how to navigate in eServices 2.0. You must be logged in to eServices to access (<https://www.caphq.gov/preview/Account/Tutorials.aspx>)

OPERATIONS (John Murray)



With last month’s planned orientation flights cancelled due to poor weather, John Murray, Chuck Chandler, Bill Wood and David Bain conducted an impromptu ground school for the cadets. Through the diligent efforts of the squadron PIO Bill Wood, this activity was covered by the Kerrville Daily Times and several other regional publications. John and David will work on scheduling orientation flights for our cadets on 13 April and/or on 25 May.

Because of the upcoming Mountain Flight Clinic (see below) and a final planning session for this event, we will not participate as a squadron in this month’s Emergency Services (ES) training activity (i.e., SAREX). 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. The May SAREX is scheduled for the weekend of 18-19 May.

We do anticipate participating in this activity for May 2019. That 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.

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.

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 (David Bain)

David gave a brief update on squadron cadet activities. He mentioned that our cadets are close to earning a Group V "Quality Cadet Unit Award". Award winners are determined by their performance from 31 August 2018 through 31 August 2019. The award criteria are entirely objective. Units that meet at least 6 of the 10 criteria (including cadet Achievement, Orientation Flights, Retention, Adult Leadership, Encampment, Growth, Aerospace, Enrollment, Outside Activities and Emergency Services) on 31 August 2019 earn this award.

SAFETY (John Dorie)

John discussed "Severe Weather Safety".

Severe weather refers to any dangerous meteorological phenomena with the potential to cause damage, serious social disruption, or loss of human life. Types of severe weather phenomena vary, depending on the latitude, altitude, topography, and atmospheric conditions. High winds, hail, excessive precipitation, and wildfires are forms and effects of severe weather, as are thunderstorms, downbursts, tornadoes, waterspouts, tropical cyclones, and extratropical cyclones. Regional and seasonal severe weather phenomena include blizzards (snowstorms), ice storms, and dust storms. Let's talk about thunderstorms as an example of potentially severe weather that we can often experience here in Texas.



- **What's the difference between a severe weather "watch" and a severe weather "warning"?** A Severe Thunderstorm WATCH is issued by the NOAA Storm Prediction Center for severe weather 24/7 across the entire U.S. for weather conditions, for example, weather favorable for severe thunderstorms. A watch can cover parts of a state or several states. A Watch suggests that conditions are prime for severe weather development and can be issued up to 8 hours in advance of severe weather. The idea is we should then prepare for severe weather. Stay tuned to NOAA Weather Radio to know when warnings are issued. A Severe Thunderstorm WARNING is issued by your local NOAA National Weather Service Forecast Office for a designated area 24/7 for severe weather that has been reported by spotters or indicated by radar. A Warning suggests that severe weather is occurring or imminent. Warnings mean there is a serious threat to life and property to those in the path of the storm, usually a smaller area than for Warnings. A warning can cover parts of counties or several counties in the path of danger. Be prepared to act immediately to find safe shelter.
- **Why do I sometimes hear meteorologists use the word "convection" when talking about thunderstorms?** Usually created by surface heating, convection is upward atmospheric motion that transports whatever is in the air along with it—especially any moisture available in the air. A thunderstorm is the result of convection.
- **What is a severe thunderstorm?** A thunderstorm is classified as "severe" when it contains one or more of the following: hail one inch or greater, winds gusting in excess of 50 knots (57.5 mph), or a tornado.
- **Where are severe thunderstorms most common?** The greatest severe weather threat in the U.S. extends from Texas to southern Minnesota. But, no place in the United States is completely safe from the threat of severe weather. (*National Severe Storms Laboratory*)

Texas experiences other forms of severe weather including tornados and floods. Our squadron has been tasked many times with flood damage assessment flights in various areas across the state.

It's very important that we each have an emergency plan and stay alert to severe storms warnings. Best prepared now than later sorry!



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.