



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

# MONTHLY NEWS

*“ReCAPping what you need to know .... January 2024”*

Maj THOMAS KING CAP  
SQUADRON COMMANDER

Maj GEORGE OTTO CAP  
ADVISOR TO THE COMMANDER

LTC JOHN MURRAY CAP  
DEPUTY SQUADRON COMMANDER

1st Lt. MARK DEL TORO CAP  
DEPUTY COMMANDER FOR CADETS

Capt DIANN BLACK CAP  
ADMINISTRATION OFFICER

Maj JOHN DORIE CAP  
SAFETY OFFICER

## COMMANDER’S CORNER (Tom King)

Tom welcomed those in attendance at last night’s January squadron meeting, held in-person at the KERV conference room as well as via Zoom. Tom noted the passing of former member Lee Robinson. Lee was a retired USAF and American Airlines pilot and a former squadron pilot. A memorial service will be held for Lee at First United Methodist Church, 321 Thompson Drive, Kerrville on Saturday, 13 January at 10:00 AM.

Tom thanked Diann Black for her putting together the squadron’s annual Christmas Dinner on Saturday evening, 2 December 2023 at Billy Jean’s restaurant in Kerrville. The dinner began with a brief squadron business meeting and awards presentations. Followed by a great dinner!

The next squadron monthly meeting is scheduled for Wednesday, 7 February 2024 at the Kerrville Airport (KERV) conference room as well as via Zoom.

## DATES & EVENTS TO REMEMBER

WHAT	WHERE	WHEN	WHO
January ES Training Exercise	Kerrville Airport (KERV)	Saturday, 20 January 2024	ES Qualified members
CAP Cadet O-Flights	Kerrville Airport (KERV)	Saturday, 27 January 2024	Cadets and O-pilots
Squadron Monthly Meeting	KERV Conference Rm + Zoom	Wednesday, 7 February 2024	Squadron members and guests

*For additional information on these activities, contact either Tom King (210-467-7678) or John Murray (830-285-3248).*

## ADMINISTRATION (Bill Wood, Tom King and Gary Black)

TXWG Annual Conference will be held in San Antonio, Texas 2-4 May 2024. The conference will be held at the Marriot San Antonio Airport, 77 NE Loop 410. Group V will play an active role in helping conduct the conference. Our assistance will be requested. The annual CAP National Conference will be held in San Antonio, Texas 15-17 August 2024. This will be a great opportunity to attend a national conference close to home! More on this in the next couple of months.

The Compliance Inspection for Operations and Maintenance was completed successfully with inspection of at least three CAP aircraft (N455CP, N637CP, N982CP) at Stinson Municipal Airport (KSSF) on Saturday 11 November 2023. Bob Hamm and the other TXWG MX officers spent considerable time and effort to get Wing aircraft ready for this very important inspection. Hats off to these guys for all the work they’ve been putting into this.

The squadron bank account is approximately \$5,600 with additional funds from the Wreaths Across America yet to be deposited.

## OPERATIONS/EMERGENCY SERVICES (Tom King for Bob Hamm)

During December a number of Emergency Services (ES) Training sorties, as well as a CAP Form 5 check ride, were completed with N794CA before the airplane was grounded due to a problem that developed with the mixture control. The airplane is in the Gulf Avionics shop (KERV) for this and a few other write-ups. We hope to have the airplane returned to service within the next 2-3 weeks.

Bob and Tom flew the airplane on a Counter Drug mission (PINS) to the coast on 5 December 2023. When pre-flighting the airplane for the flight from Corpus Christi International back to KERV, they found a significant oil leak. With the super assistance of Tommy Hayes (squadron MX officer) and TXWG MX, the oil leak was identified: missing bolts on the rocker panel cover for cylinder #3 (the cylinder replaced 10 flight hours before). With the problem identified and corrected, they returned to KERV. Gulf Avionics pulled the cowlings and verified that the leak remained “corrected”.

Planning for the spring 2024 annual eclipse mission was initiated last month. This mission will be very similar (but not identical to) the fall eclipse mission last October 2023. Bob, Mark and Tom attended an “eclipse recap” on 13 November with the Kerrville/Kerr County Emergency Management team. The team was very impressed with what we accomplished for them last fall and is greatly interested our working again with them during the April 2024 Annual Eclipse event. Our air crews will again provide aerial reconnaissance and aerial photographs along major highways and intersections



as well as streets and visitor viewing areas to support Kerrville and Kerr County efforts to analyze crowd sizes and observe critical infrastructure in the area during 14 October eclipse. There will be a qualified aerial photographer on every mission to obtain customer requested photographs.

TX442 pilots: continue flying Proficiency flights, Profile 7 with a check pilot at least once every six months. The funding for these flights is there; TXWG wants us to do these flights!

The 166th AVN BDE training exercise (U.S. Army ATC training) originally scheduled for 5 – 18 November 2023 was postponed because of technical difficulties with the US Army radar equipment. No word yet on rescheduling the exercise.

## AIRCRAFT MAINTENANCE (Tommy Hayes)

The squadron airplane (N794CA) airplane was flown on 20.3 hours Hobbs / 17.1 hours tach in December. The total number of flight hours for Fiscal Year (FY) 2024 is currently 54.5 hours. The airplane is currently grounded and awaiting work at Gulf Avionics. The next oil change will be due in 26.1 hours and no later than 16 March 2024; the next 100 hour inspection will be due in 76.1 hours and no later than 30 November 2024.

## CADETS (Mark Del Toro)

Tom and Bob will present “Use of Aviation Sectionals and Navigation” as part of this month’s cadet AE night on Monday, 15 January starting at 6:30 PM. The intent is to coordinate this presentation with near-future cadet orientation flights (“O-flights”). Bob is working with Marquel McNeill, squadron O-Flight Coordinator, on schedules for cadet orientation flights on Saturday, 27 January.

Speaking of which, the next scheduled cadet O-flights will be on Saturday, 27 January at the Kerrville Airport. Marquel will work with Bob to put together these O-flights.

Scott Purdy has received the latest CAP-provided STEM kit (“hydraulics”), a near-future project for the cadets.

Mark mentioned that the cadets will also participate in US Army Blackhawk rides at the Temple, Texas Airport on Saturday, 20 January.

## SAFETY (John Dorie)

During the 60 minutes prior to the regularly scheduled meeting, John discussed “Safety Day” and “Operational Risk Management (ORM)”.

Operational Risk Management (ORM) is a process designed to detect, assess and control risk, and at the same time, enhance mission performance. In essence, it's a methodical, six-step process to manage inherent risk. CAP has formally endorsed the use of ORM for all activities. We utilize (and are required to complete) an ORM assessment prior to every air sortie. But these risk assessment tools can be utilized prior to any CAP activity as a way to assess and mitigate risk. One of the objectives of risk management training is to develop sufficient proficiency in applying the process so that risk management becomes an automatic part of the decision-making methodology during CAP activities and your personal time. The three ORM levels are: deliberate, time-critical, and strategic.

“Commanders of all active units will set aside one meeting day during the months of January, February, or March to conduct an Annual Safety RM Day.” CAPR 160-1. The annual Safety Day is designed to focus on the use of risk management in each and all CAP activities to prevent injury, protect resources and ensure the greatest degree of risk mitigation. What is the squadron’s our attitude toward risk? Does the squadron exhibit a healthy organizational culture? Does the squadron train effectively while including safety? Do squadron members interact effectively in terms of safety?

Likelihood	Consequences				
	Insignificant <i>Risk is easily mitigated by normal day to day process</i>	Minor <i>Delays up to 10% of Schedule Additional cost up to 10% of Budget</i>	Moderate <i>Delays up to 30% of Schedule Additional cost up to 30% of Budget</i>	Major <i>Delays up to 50% of Schedule Additional cost up to 50% of Budget</i>	Catastrophic <i>Project abandoned</i>
<b>Certain</b> >90% chance	High	High	Extreme	Extreme	Extreme
<b>Likely</b> 50% - 90% chance	Moderate	High	High	Extreme	Extreme
<b>Moderate</b> 10% - 50% chance	Low	Moderate	High	Extreme	Extreme
<b>Unlikely</b> 3% - 10% chance	Low	Low	Moderate	High	Extreme
<b>Rare</b> <3% chance	Low	Low	Moderate	High	High



John emphasized aircraft, vehicles and personnel safety. He discussed problems related to aircraft related risks including hangar rash, intervention vigilance, tire damage, tail strikes, airworthiness and use of preflight/postflight check lists. He also discussed problems related to CAP vehicles including backing vehicles like our (huge) van, parking lot risks and personal readiness similar to that for aircrews (e.g., IMSAFE). He concluded with discussion of CAP (seniors and cadets) personnel risks including loss of consciousness, heat related risks, pre-existing health risks, tripping-falling risks and COVID 19 related risks.

Risk mitigation is thus a systematic process wherein an organization like CAP proactively identifies risks across the organization and its various activities. Then plans necessary “actions” to prevent mishaps and accidents. While we often overlook risk mitigation as an integral part of our activities, we should remind ourselves that safety is key to everything we do in CAP. Because many of the activities we participate in have inherent risks. Risk mitigation thus serves to keep us safe. It’s an accepted component of aviation. But it belongs to all of what we do in CAP. Let’s be SAFE as we move into 2024!



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. 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. And you’ll get credit for the safety briefing.