
December '97 Volume 1.3

THE DO'S CORNER

Welcome to the third edition of the OPS Brief. What you read here is a small part of what is working through the hallowed halls of operations but its what we think is of special interest to the field. We intend this to be a super OPS Information File which means that some of you might want to contribute or ask us to address a particular subject. For example one person suggested we look at more web products such as an FRO training package with test so John Sharp (stan eval) is in fact looking into it. Speaking of FRO training, the training package we sent to all wings has gotten rave reviews especially the variety of visual aids included. We need to thank some people for doing most of the work on this project mainly Bill Payne in Colorado. Others such as Al Canin, NERDO, and Col Ed Lewis, PACRDO, helped greatly also. Once again we see that things that work best usually come from where the rubber meets the road. Keep it coming especially in the safety area where we recently had our first fatal of 1997. I hope you all have a great holiday season that is joyful and accident free.

Until Next Time

Glen Atwell

Director of Operations

SAFETY SEARCH AIRCRAFT CRASHES

Mountain search requires special knowledge and skills and discipline that must be reviewed and practised often.

I just returned from investigating the first (and hopefully the last) fatal aircraft crash of 1997. A Cessna 182 from a squadron in San Jose, CA joined the search for a C-206 missing in the Sierras. The search aircraft, with three on board, crashed and burned at approximately 8900 ft. MSL. The front-seaters were killed, however the person in the back seat escaped the burning wreckage with 2nd and 3rd degree burns over 30% of his body. As party to the investigation, I can't speculate as to the cause until the NTSB makes their findings known in the final report.

Since I can't yet speak on what might have gone wrong on this sortie, I'd like to mention some things that went right. The mission base showed an attention to detail that might have been instrumental in saving the life of the mishap survivor.

Their periodic radio roll calls led to the timely discovery of the downed aircraft and rescue of the survivor. The mission base also did a thorough flight publications review of every crew prior to flight. The Nevada Liaison Office did a super job of coordinating helicopter support to and from the mishap site as well as for the wreckage removal. It was obvious that contacts had been developed in advance. Advance planning should include relationships with law enforcement and other emergency responders

as well as locating service agencies such as salvage operators and secure storage for the wreckage. Use your LO to survey the local military agencies that might have useful capabilities.

***DRUG DEMAND REDUCTION* CAPP 55 & FY98 INITIATIVE RELEASE**

December is a significant month for the Drug Demand Reduction (DDR) Program. CAPP 55, the Drug Demand Reduction Program pamphlet is in final review with an anticipated publication date in December. CAPP 55 distribution to squadron level ensures all units are made aware of the program and the requirements to participate.

The other key event of the month is the release of the Drug Demand Reduction Initiative Program results for FY98. The release is expected to be 15 December. Reimbursements may begin after 1 Jan 98.

Do you have any comments or suggestions for the HQ CAP/DO EMAIL: jdesmarais@capnhq.gov

Ops Brief? Feel free to send them to us via mail, ATTN: *Ops Brief Editor* FAX: (334) 953-2599

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EMERGENCY SERVICES

ES CURRICULUM PROJECT

As reported to you in last month's edition of the *Ops Brief*, a HQ project has begun to develop and standardize curriculum for all emergency services qualifications. Many personnel have expressed interest in the time-line of the project. A summary of the project time-line is included below:

<u>Task Description</u>	<u>Task Dates</u>	<u>Status</u>
HQ project plan development	9/29/97 - 10/31/97	Complete
Ground operations working group	11/3/97 - 1/18/99	In Progress
<i>Within this phase of the project, curriculum will be developed for the General ES, Mission Safety Officer Mission Radio Operator, Ground Team Member, and Ground Team Leader specialty qualifications. The number of specialty qualifications touched on in this phase was kept short because much of what will be developed will be a base-line for later phases of the project and follow-on specialty qualifications.</i>		
Working group representatives nominated by Region/CCs	11/3/97 - 11/28/97	In Progress
Working group reviews current requirements in CAPRs and CAPMs	12/1/97 - 1/12/98	Not Started
<ul style="list-style-type: none"> • Ground curriculum suggestions forwarded to working group representatives from the field 	12/15/97 - 1/9/98	Not Started
Working group reviews forwarded curriculum	1/26/98 - 2/13/98	Not Started

Working group works agreed upon classes for rough draft	2/16/98 - 7/6/98	Not Started
Ground operations curriculum field tests	7/6/98 - 9/28/98	Not Started
Partial review of field tests at 1998 National Board	8/13/98 - 8/14/98	Not Started
HQ Coordination for review, printing, and electronic release	9/28/98 - 1/18/99	Not Started
Field release of ground operations curriculum	1/18/99	Not Started
Mission Base Staff Working Group	1/18/99 - 3/20/00	Not Started
<i>Within this phase of the project, curriculum will be developed for Mission Coordinators/Incident Commanders, Section Chiefs, Air and Ground Operations Directors, Mission Liaison Officers, Mission Communications Officers, Mission Chaplains, Administrative Officers and Information Officers</i>		
Working group representatives nominated by Region/CCs	1/18/99 - 2/1/99	Not Started
Working group reviews current requirements in CAPRs and CAPMs	2/1/99 - 3/16/99	Not Started
<ul style="list-style-type: none"> • Mission staff curriculum suggestions forwarded to working group representatives from the field 	2/15/99 - 3/15/99	Not Started
Working group reviews forwarded curriculum	3/29/99 - 4/19/99	Not Started
Working group works agreed upon classes for rough draft	4/19/99 - 9/7/99	Not Started
Mission staff curriculum field tests	9/7/99 - 11/29/99	Not Started
Partial review of field tests at 1999 Fall NEC Meeting	11/13/99 - 11/15/99	Not Started
HQ Coordination for review, printing, and electronic release	11/29/99 - 3/20/00	Not Started
Field Release of mission staff curriculum	3/20/00	Not Started
Aircrew Working Group	3/20/00 - 5/18/01	Not Started
<i>Within this phase of the project, curriculum will be developed for Flight Line Officers, Mission Scanners Mission Observers, and Mission Pilots.</i>		
Working group representatives nominated by Region/CCs	3/20/00 - 4/3/00	Not Started
Working group reviews current requirements in CAPRs and CAPMs	4/3/00 - 5/15/00	Not Started
<ul style="list-style-type: none"> • Aircrew curriculum suggestions forwarded to working group representatives from the field 	4/17/00 - 5/15/00	Not Started
Working group reviews forwarded curriculum	5/29/00 - 6/19/00	Not Started
Working group works agreed upon classes for rough draft	6/19/00 - 11/6/00	Not Started
Aircrew curriculum field tests	11/6/00 - 1/26/01	Not Started
Review of field tests at 2001 winter National Board meeting	3/10/01 - 3/11/01	Not Started
HQ coordination for review, printing, and electronic release	1/26/01 - 5/18/01	Not Started
Field release of aircrew curriculum	5/18/01	Not Started

Periodic updates will be provided via the *Ops Brief* and the *Civil Air Patrol News*. Next month we will announce the region representatives to the ground operations working group so that you know who to forward your suggestions to. It is suggested that you formulate your ideas now so that once representatives are announced, you can forward your inputs quickly. The working group is expected to work hand in hand with the field to develop this curriculum, and will need your help to do so.

NATIONAL SAR SCHOOL

Get your applications in for the Inland SAR Planner Course. Emergency Services personnel, particularly Mission Coordinator (MC) trainees and qualified MCs should attend. Apply on a CAPF 17 through the wing and region to arrive at HQ CAP/DOSP at least 30 days prior to the event if you wish to attend. All operationally oriented members may apply, but preference will be given to current MCs or trainees. The following courses still have openings:

<u>Date</u>	<u>Location</u>	<u>Date</u>	<u>Location</u>
12-16 Jan 98	Hickam AFB, HI	27 Apr - 1 May 98*	New Jersey*
26-30 Jan 98	RTC Yorktown, VA	1-5 Jun 98	RTC Yorktown, VA
23-27 Feb 98*	Patrick AFB, FL*	3-7 Aug 98	RTC Yorktown, VA
16-20 Mar 98	Marion, IL	14-18 Sep 98**	Ft Lewis, WA
20-24 Apr 98*	Minneapolis, MN*		

* Locations and/or dates are tentative. ** Course could be pushed back to 21-24 Sep 98.

***STAN-EVAL* INTERNET DEVELOPMENT**

While the internet is not as popular as the telephone as yet, it is gaining popularity. Believe it or not, that very popularity is providing tremendous opportunity for CAP. The interactive World Wide Web based CAP Form 5 test has seen tremendous success. We see more and more individuals taking advantage of the product. The one thing the web does well is communicate, and that is exactly what we need to improve. Therefore, Stan/Eval and Mission Support will be fine tuning the interactive CAPF 5 and as our schedule allows we will be developing additional Stan/Eval functions and products that can be presented via the web. So any of you "websites" out there that have ideas concerning Stan/Eval products you would like to see **or even help develop**, send me an e-mail (dov@capnhq.gov) with your thoughts.

***COMMUNICATIONS* CAPFLIGHT CALLSIGN WOES**

Recent reports from the field have reminded us that we need to occasionally revisit the procedures for use of the CAPflight callsign. Here's a couple of recent "lessons learned" that may help us all:

A CAP aircrew recently filed their flight plan using "CAP#####" as their designator. The flight plan appeared to be accepted as normal and all proceeded well---that is, until clearance delivery. A good day went downhill from there.

Please pass the word to all aircrews that the proper FAA designator for the CAPflight callsign is "CPF". While we would love to have the logical "CAP" as our designator, we were unable to secure it. The commuter airline that owns that designator is unwilling to let it go and we understand their devotion to it. What this means is that any of our aircrews filing with a "CAP#####" designator will be confused with that charter operation in the FAA system and problems can result. So, let's get the word out: It's "CPF", NOT "CAP" as far as the FAA is concerned.

Another incident occurred recently in which one wing had deviated from their assigned group of 100 CAPflight numbers. As it turns out their state issues them callsign numbers for their aircraft operations and the wing thought it just made sense to use the same callsign numbers on all frequencies. The problem with that is that the FAA expects CAP to follow our numbering scheme which was developed to prevent any possibility of two wings launching aircraft at the same time with the same callsign. This would obviously cause problems for all concerned.

Wings cannot deviate from the numbering system NHQ established. Our recommendation to that wing was to convince your state to change the numbers they assign to match the CAPflight numbers you must use.

In case you're not aware, that numbering system consists of four numbers, the first two of which are your wing charter number. The wing assigns the last two numbers. This gives each wing 100 possible callsigns and that meets the needs of most wings. However, using this plan there are nine wings who must use a three digit CAPflight callsign since their charter number starts with a zero. That means the rest of us cannot shorten our callsign or we risk duplication. Even though it might be easy to drop a zero in the last two numbers to shorten your call, we just can't do it. Sorry.

We appreciate your understanding of the reasons for these policies and ask you to help get the word out to all CAP aircrews so we're all "playin' by the same sheet of music". Thanks.

NTC UPDATE

The National Technology Center continues to produce quality communications equipment for CAP from the excess equipment obtained from other agencies. As of 12 November, 1997, over \$190,000 worth of equipment has "hit the streets" in CAP as a result of this project.

CAP NTC technicians, Pete Wharton (LtCol, CAP) and Mark Kunkowski (Maj, CAP) are currently concentrating on the completion of the NHQ Slow Scan video R&D project. The first of the final nine R&D systems rolled off the assembly line in early November and has already been placed in service by South West Region. SWR/CC, Colonel Tommy Hearndon sang the praises of the new system and reported that it functions extremely well, is easy to use, and their time to install it in the aircraft was only 7 minutes.

The remaining systems will be shipped to the other seven regions over the next several weeks bringing us to the final phase of the project. In this phase we will work with the people in the field testing our latest version to produce a final specification for the CAP slow scan standard system. The standard, once written, will be used to negotiate with FEMA for nation-wide funding and with potential vendors to manufacture the systems. Contact your region for information on how to participate in the test of the slow scan system.

COUNTERDRUG OPERATION DROP IN

An October meeting between FAA, US Customs, CAP and the Multi-jurisdictional Counterdrug Task Force Training Group resulted in a plan for a new telecourse to provide training on our new FAA program, Operation Drop In.

The 3-4 hour interactive telecourse will cover our agreement with the FAA as well as approved

operational methods for Operation Drop In. It will be broadcast over the Air National Guard's Warrior Network. While broadcast dates are not yet set, it will likely be the last week of January 1998.

Operation Drop In will assist the FAA in updating its current aircraft registry. While acting within this scope, CAP personnel will be asked to report any aircraft which are suspicious or which meet the pre-established criteria for a suspect aircraft. This data will be provided to the El Paso Information Center (EPIC), which maintains a central database of known and suspected aircraft to be shared with law enforcement agencies.

More information on Operation Drop In as well as the telecourse will be released by January 1998.

USEFUL WEB SITES

<http://www.nws.noaa.gov/om>

The National Weather Service Office of Meteorology web site contains many downloadable hazard awareness materials on hurricanes, tornadoes, thunderstorms, etc. which could be useful tools to assist in training personnel.

<http://www.lerc.nasa.gov/WWW/MAEL/ag/df88.htm>

Bruce Bream of Ohio Wing has established a web site that has some interesting information and tools available on it. If you have time, we would recommend that you check out the DF88 ELT search trainer as a practice tool for your aircrews.

<http://www.ips.gov.au/asaps>

This site, offered by the Australian Government, is a service to those who use HF radio. It is loaded with HF propagation prediction tools as well as current propagation indicators. Similar tools have been available for years but this is different in that the products are full color graphics instead of charts of numbers. Take a look!

ON THE LIGHTER SIDE

The following excerpts from military "squawk sheets" (squawk sheets are forms filed by flight crews to inform the maintenance crews of aircraft problems) are dedicated to the hard working maintenance staff whose job it is to understand what the pilot really meant to say.

Problem: "Test flight OK, except autoland very rough."

Solution: "Autoland not installed on this aircraft."

Problem: "The autopilot doesn't."

Solution: "IT DOES NOW."

Problem: "Evidence of hydraulic leak on right main landing gear."

Solution: "Evidence removed."

Problem: "Number three engine missing."

Solution: "Engine found on right wing after brief search."

Problem: "Dead bugs on windshield."

Solution: "Live bugs on order."

Problem: "Autopilot in altitude hold mode produces a 200 fpm descent."

Solution: "Cannot reproduce problem on ground."

Problem: "Something loose in cockpit."

Solution: "Something tightened in cockpit."

If you have a funny story, joke, or cartoon, share it with us. Humor helps make CAP fun.