



# INLAND EMPIRE GROUP 3 NEWS



Official Newsletter of Group 3, CAWG-205

April 2017

Proudly serving:

Big Bear Valley Composite Squadron 6750  
Billie L. Leclair Cadet Squadron 31  
Cable Composite Squadron 25  
Chino Cadet Squadron 20  
Corona Cadet Squadron 29

Hemet-Ryan Composite Squadron 59  
March Field Composite Squadron 45  
Palm Springs Composite Squadron 11  
Riverside Senior Squadron 5

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## It's New. It's Yours.



The purpose of this newsletter is to provide information on events and to keep members of the Civil Air Patrol within Inland Empire Group 3 informed about the Group they are members of. As with all new things, it needs an identity. A few of the proposed names are:

Glide Slope    Inner Marker    Wheels Up    Traffic Alert    Yaw All  
Center Line    Abeam    Vector    Approach Fix    Waypoint

Please help your newsletter by either voting on a name from above or if you think you have a better name, submit it. Please submit all votes or write-in submissions to the Group 3 Public Affairs Officer via e-mail by April 25th.

1st Lt. Kevin Dennert, CAP  
Group 3, Public Affairs Officer

## Group 3 Public Affairs Officer

I would like to formally introduce myself as your new Group 3, Public Affairs Officer (PAO). I am currently also the PAO for Riverside Senior Squadron 5. I joined the Civil Air Patrol and Squadron 5 in November 2009. Since then, I have been assigned as the Squadron Assistant Safety Officer and most recently the Squadron PAO. Although while I am relatively new as a PAO, I love challenges, and seek knowledge from all sources. I look forward to serving as your new Public Affairs Officer and welcome any feedback or comments. Outside the Civil Air Patrol, I am a California Highway Patrol (CHP) Officer of 15 years and currently assigned to the San Bernardino Area office. Prior to becoming a CHP Officer, I served eight years in the United States Marine Corps. My occupational specialty in the Marines was a weather observer and assistant forecaster. I was stationed at Cherry Point, NC and Camp Pendleton, CA, with my initial and advanced schooling occurring at Keesler AFB, MS, home of the Hurricane Hunters. I currently hold a private pilot license and fly from the March ARB Aeroclub. If I'm not working, you will find me riding my bicycle (road competitive), flying, volunteering my time with the CAP, or spending my time with my three kids.

*"I love challenges, and seek knowledge from all sources. I look forward to serving as your new Public Affairs Officer ..."*



*-1st Lt. Kevin Dennert*

1<sup>st</sup> Lt. Kevin A. Dennert, CAP  
Group 3, Public Affairs Officer

## Group 3 Commander's Message

As volunteers we all have chosen to join the CAP team. Although we have different reasons why we are here there are a few things we can have in common as members that will help us be better team players.

There are three attributes that define an ideal team player. 1. Humble, thinking of others first as in what is good for the team before what is good for the individual. 2. Hungry, always looking for something to do to either make the team better or improve the conditions for the team. 3. Smart, as in smart in the way they interact with others on the team encouraging unity and focus and not discord or drama.

This is a quick summary of a great book by Patrick Lencioni, "The Ideal Team Player". I found it very enlightening and gave me a better understanding of teams and their members.

Thanks for being part of our team, and may we continue to grow and improve together.

Lt Col David Goude, CAP  
Commander Group 3, California Wing



## A "Common Sense" Approach to Safety?

CAP Safety Beacon, March 2017

Col Robert Castle, CAP/SEA

How many times have we heard of a minor mishap and said (or thought to ourselves), "That never would have happened if the person had just used common sense." I'll admit that I used to...frequently!

After working in the safety department where I work, as well as CAP Safety for the past several years, I've come to realize that it's an unfair comment to make.

Depending on where you look, you can find varying definitions of "common sense." The Merriam-Webster online dictionary defines common sense as, "sound and prudent judgment based on a simple perception of the situation or facts."

Pretty simple, right?

Unfortunately, it is difficult to find a lot of common ground within our CAP member base. Our members come from all different walks of life, with greatly varying levels of knowledge and experience. What may be a routine experience for one member might be the first exposure for another. I'm not just talking about aviation experiences either. It can be something as simple as using an X-Acto-type knife for an Aerospace Education activity. We tend to take it for granted that everybody has used one before. Common Sense tells us that they're really pointy and really sharp and we must use caution lest we cut our finger. Yet, we continue to see cases of cadets cutting their fingers.

Does your pre-activity safety briefing cover the use of the cutting tools being used? How about the use of hot glue guns? Common Sense tells us that if the tip of the gun is hot enough to melt the glue, it's hot enough to burn fingers. It also takes a few seconds for the melted glue to cool enough to touch. So, if our members are cutting and burning their fingers, does that mean they lack Common Sense?

Perhaps what they lack is the training and experience to get them through the high risk, first few times of using these kinds of tools to develop their own Common Sense.

So, next time you chalk up a mishap to lack of Common Sense, try to catch yourself and take a closer look at the factors leading up to the mishap. Did we do everything we could as leaders and safety officers to teach the member how to do a task while minimizing the risk?

## EMERGENCY SERVICES



### Alerting Systems and Procedures

Operational readiness is mandatory for the successful accomplishment of the CAP mission. Personnel and equipment must be available and ready at all times. Preparations and procedures will be established to ensure prompt and effective deployment. A CAP wing alerting system to be used throughout the wing will be published to provide immediate response on a limited basis at all times and full-scale operations as soon as possible. Wing Alert Officers must be appointed in Ops Quals, and then prioritized and scheduled in WMIRS as appropriate. Unit Alert Officers for units below the wing level must be appointed in Ops Quals, but units can use local systems of their choice to schedule and prioritize them; there is not an agency and the decision has been made for CAP to participate, personnel mandatory national system for units.

When a request for assistance has been received from an authorized will be alerted in accordance with established wing and unit alerting procedures. Individuals qualified to perform specific missions must be listed as qualified in the Ops Quals module in eServices; ICs and their support staff may use rosters produced with data from Ops Quals for offline activation but must be sure members are properly qualified before deployment.

- The alert system will assure CAP personnel become operational as soon as possible. The safety of personnel and equipment will not be jeopardized. Inadequate preparations and unauthorized short cuts will not be tolerated. Alert system procedures should provide sufficient time for crew briefing, mission planning, and normal operation of all equipment.
- Key personnel responsible for receiving alerts or alerting other members should be provided access to appropriate communications tools to do so.
  - Most alerts will be conducted via telephone. Wing and region commanders will determine which members must have priority access during disasters and emergencies and authorize their participation in the Government Emergency Telecommunications Service (GETS). More details on the GETS program is available on the NHQ CAP/DOS website.
  - Some alerts may need to be conducted via the CAP radio network. Key personnel should be provided radios in accordance with the Communications Table of Allowance to be sure that they can be reached during a disaster or other emergency.
- If the controlling agency has reason to believe a mission may be opened subsequent to further investigation, they may exercise a pre-alert. A pre-alert will allow mission personnel time to begin an initial assessment and organize resources and personnel prior to actual operations taking place.
- Rapid response requires use of the most readily available personnel and equipment appropriate to the mission and will not be delayed to secure a corporate aircraft or vehicle.

**For more information on Alerting Systems and Procedures: Contact NHQ CAP/DO at**

## POLICIES AND REGULATIONS



### CAP REGULATION 36-1 Nondiscrimination

CAP provides an inclusive and welcoming environment for all members and ensures that educational, membership and operational decisions are based on each individual's abilities and qualifications. Consistent with this practice and applicable laws, It is CAP policy that no member shall be excluded from participation in, denied the benefits of, or subjected to discrimination with respect to accessibility to any CAP program or activity on the basis of race, color, sex, age, religion (creed), national origin (ancestry), sexual orientation, gender identity or expression, disability (formerly handicap), marital status, military or veteran status. However, each case is subject to applicable qualifications and ability standards for the CAP program or activity concerned. Further, it is Civil Air Patrol policy that no applicant meeting CAP's minimum age requirement will be denied membership in CAP on the basis of any of the foregoing characteristics. This policy is intended to ensure that only relevant factors are considered and that equitable and consistent standards of conduct and performance are applied.

**(See 36-1 for complete regulation)**

## Group 3 Command Staff:

<b>Commander-</b>	Lt. Col. David Goude
<b>Deputy Commander-</b>	Lt. Col. Bruce Black
Aerospace Officer-	Capt. Randall Brown
Alerting Officer-	Capt. Mark Wheeler
Cadet Programs Officer-	Capt. Christopher Garbutt
Communications Officer-	Capt. Mark Wheeler
Counterdrug Officer-	Capt. Brian Carr
Emergency Services Officer-	1Lt. Gregory Noll
Finance Officer-	Maj. Mike Yamada
Health Services Officer-	Maj. Michael Boyko
Logistics Officer-	1Lt. Robert Swenson
Maintenance Officer-	Maj. Joseph Alverio
Personnel Officer-	Lt. Col. Louise Lappert
Plans and Programs Officer-	Capt. Elizabeth Goude
Professional Development Officer-	Maj. Michael Yamada
Public Affairs Officer-	1Lt. Kevin Dennert
Recruitment and Retention Officer-	Capt. Elizabeth Goude
Safety Officer-	Lt. Col. Robert Pearce
Supply Officer-	1Lt. Robert Swenson
Transportation Officer-	Maj. Eugene Keough

## Calendar of Upcoming Events:

- Apr 1: Riverside Airshow.**
- Apr 6: Group 3 Staff Meeting. 7 p.m.**
- Apr 8-9: Aerial Photography Exercise. Gillespie Field, 1960 Joe Crosson Dr, Cajon, CA**
- Apr 18-20: ICS 300 (Ben Clark Training Center, Moreno Valley).**
- Apr 20: Group 3 Exercise Staff Meeting. 7 p.m.**
- Apr 21-23: California Wing Air Force Evaluation. Riverside Airport.**
- Apr 27-30: Region Conference. (Reno, NV).**
- Apr 28-30: Non-Commissioned Officer School (NCOS).**
- May 4: Group 3 Commanders Call/ Staff Meeting. 7 p.m.**
- May 6-7: Planes of Fames Airshow.**
- May 18: Group 3 Exercise Staff Meeting. 7 p.m.**
- May 17-18: ICS 400 (Ben Clark Training Center, Riverside).**

See the Group 3 calendar on the official website for exact dates as some dates may change or delete prior to publication of the newsletter

**If you have anything you would like to add to the newsletter, E-mail 1st Lt. Kevin Dennert, newsletter editor, NLT 5 days until the end of the month.**

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**CIVIL AIR PATROL**

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