



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

# MONTHLY NEWS

*“ReCAPping what you need to know ... May 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*

*SM Dan English CAP  
SAFETY OFFICER*

## COMMANDER’S CORNER (Tom King)

Tom welcomed those in attendance at last night’s monthly squadron meeting. The meeting included new members John Larson and Isaac Deal who are both active pilots. Welcome to the squadron, John and Isaac! This next squadron monthly meeting is scheduled for Wednesday, 5 June 2024 and will be conducted both in-person and via Zoom.

## DATES & EVENTS TO REMEMBER

WHAT	WHERE	WHEN	WHO
May ES / SAREX	Kerrville Airport (KERV)	Throughout the month	ES-Qualified members
AFJROTC cadet O-Flights	Stinson Municipal Airport (KSSF)	10, 17, 24 and 25 May 2024	O-Flight-Qualified pilots
Squadron Monthly Meeting	KERV Conference Rm + Zoom	Wednesday, 5 June 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 (Roberta Himebrook, D. Black, G. Black and others)

TXWG Annual Conference will be held in San Antonio, Texas this coming weekend, 2-4 May 2024. The conference will be held at the Marriot San Antonio Airport, 77 NE Loop 410. Several in our squadron will attend the conference. Three of our members will receive special awards at this conference: Harry Cook, Bob Hamm and Diann Black. Having this number of members receiving awards at TXWG Conference is a bit unusual; congratulations to each of you!

Tom discussed again the Subordinate Unit Inspection (SUI) scheduled for August 2024 for our squadron. An SUI is conducted by the Wing Inspector General and his team. Our last SUI was in August of 2022. A squadron-level SUI consists of reviews and evaluations of Administration, Aerospace Education, Cadets, Command, Finance, Personnel, Professional Development, Public Safety, Safety, Supplies and Transportation. We’ll want to meet again in the next couple of weeks to plan and to compare notes in preparation for this SUI.

Diann Black reported that the squadron bank account balance was \$6,596.12 as of 31 March 2024.

Kerr County is planning an Emergency Preparedness Expo for 31 August 2024. The Expo will be held at the Happy State Bank Expo Hall on Hwy 27 from 0900 to 1600. We have been invited to participate (at no cost); this is a very good opportunity to showcase our value to emergency services in the city and county and to strengthen our relationship with the county’s emergency management team. We will plan to set up a table with TX-442 poster and need as many squadron members to help out as possible at different times that day. More to come ....

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



George Otto gave a summary of this past weekend’s (26 – 28 April 2024) Mountain Flight Clinic (MFC) which our squadron hosts each year. By all accounts this year’s MFC was very successful. The MFC had a total of 56 sorties completed including 7 pilots completing “Requalification training and 6 pilots completing Initial training. The exercise also employed 5 radio relay (“high bird”) sorties. George presented Certificates of Completion to each of the pilots who completed Requalification and Initial training.

Bob Hamm and Tom King will fly in the Counter Drug / Padre Island National Seashore (PINS) exercise on 20 May. When Tom and Bob return from Corpus Christi on this mission, they will land at the San Marcos airport (KHYI) where they will trade aircraft: N794CA for N592CP, which is a C172 G1000 Nxi. The San Marcos squadron will thus get C182 flight time for the following week while we get C172 G1000 Nxi flight time during that following week. Squadron pilots: please schedule flight time in this airplane while it’s at KERV! Bob and Tom are also scheduled to participate in AFJROTC cadet orientation flights at Stinson Municipal Airport (KSSF) on 25 May. There will be cadet O-flights on 10,

17, 24 and 25 May at Stinson. If you are interested in participating in these flights., please contact Bob.

This month’s SAREX exercise is “squadron-led”. Pilots and air crew should contact one another to design and implement sorties.

The annual eclipse will occur on 8 April 2024. The squadron conducted a spring eclipse mission with three sorties on 8 April. Three other Group V squadrons also participated in the eclipse mission, flying within their respective municipal areas: Hayes County and Bell County. TXWG ES Officer

Chris Baker served as Incident Commander for the overall mission. Our participation in this mission was very similar (but not identical to) the fall eclipse mission last October 2023 for the first two of three sorties. The third sortie was redesigned in flight at the request of the Kerr County Emergency Management Center (EOC). Special thanks to Mark Del Toro for his considerable efforts with the Kerrville-Kerr County Emergency Management team and the Texas Department of Emergency Management (TDEM) to obtain funding for this mission. Our air crews provided aerial reconnaissance ("eyes in the sky") 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 before, during and immediately after the April eclipse. Each of the three sorties was approximately 1.5 hours in length (and on a prescribed route very similar to that flown for the fall eclipse).

The 166th AVN BDE training exercise (U.S. Army ATC training) will take place in May. Tom and Gary will fly in this exercise on 11 May. Each day's participation involves flying first to Temple, Texas. Then over to Ft. Cavazos (formerly Ft. Hood) where each CAP aircraft will fly continuously around the traffic pattern to give the Army ATC trainees (overseen by Army ATC instructors as well as FAA ATC instructors) practice working with multiple aircraft. The exercise will also include diverting a single CAP aircraft at a time to conduct a PAR approach under the control; of these Army ATC trainees.

## AIRCRAFT MAINTENANCE (Tom King for Tommy Hayes)

Tommy was in Alabama and thus unable to attend the meeting. He provided the following data concerning the squadron airplane (N794CA). The airplane was flown a total of 15.6 hours = Hobbs / 13.8 hours = tach during the month of April. The airplane has a total of 143.2 hours = Hobbs for Fiscal Year 2024. The airplane now has a fresh 100-hour inspection; the next oil change will be due in 48.7 flight hours. Tommy asks crews to please continue to be diligent when checking oil levels and let him know each time oil is added.

Tommy had the airplane grounded for recurrence of a previously reported, intermittent problem with the G1000. The G1000/engine/electrical system shows multiple red "Xs". Tommy has contacted Fry Avionics (formerly Gulf Avionics) at KERV to address the problem. Scott also noted that we continue to have problems with the aircraft's TDFM radio.

## CADETS (Mark Del Toro)

The cadet squadron meets each Monday evening at the Ingram HS. The cadet squadron continues to be very active. The cadets will provide Color Guards at two events later this month.

Scott Purdy will work this month with the cadets on the CAP-provided STEM kit activity called "Snaptricity". With the Snaptricity STEM Kits, cadets use hands-on activities to explore how electricity and magnetism is used in daily items. Using the kit, the cadets demonstrate the workings of magnetic fields, electricity, parallel circuits, and switches.

If you have any interest in participating on any of these cadet activities (or other cadet activities), please contact Mark Del Toro, Deputy Commander for Cadets. Your participation would be greatly appreciated!

## SAFETY (Dan English)



Dan discussed "Lasers" as this month's safety briefing. Intentionally aiming lasers at aircraft poses a safety threat to pilots and violates federal law.

The Federal Aviation Administration has reported an increase in laser strikes aimed at aircraft in recent years. Pilots logged 9,457 laser strikes last year and a record 9,723 laser events in 2021. This year, 2,537 incidents have been reported as of March 31. No plane crashes have been reported from laser strikes, the FAA says.

So, are lasers dangerous to pilots? 278 pilots have reported laser strike injuries since 2010. If a laser hits the plexiglass windshield of an aircraft, the light "disperses even more" and can illuminate the whole cockpit, temporarily blinding pilots. The pilot cannot see past the light glare, until the light stops. The glare can be bright enough to disrupt normal operations. The pilot can thus be distracted by a steady or flashing laser light that is significantly brighter than other nighttime sources such as city lights and airport marker lights. If the laser is high-powered enough it can actually burn your cornea causing temporary blinding or eye damage. According to FAA Administrator Steve Dickson,

"Pointing a laser at an aircraft can temporarily blind a pilot and, not only affects the crew, but also endangers passengers."

Pointing a laser at an aircraft is a federal crime. U.S. law enforcement agencies and the Federal Aviation Administration may seek criminal and civil prosecution against violators. People who shine lasers at aircraft face FAA fines of up to \$11,000 per violation and up to \$30,800 for multiple laser incidents. Someone convicted of pointing a laser at an airplane can face criminal and civil penalties, including: Up to five years in federal prison.

If you are conducting a flight in a CAP airplane and believe that a laser pointer was directed at the airplane / cockpit, you should report this to ATC and, after landing, to the FAA. You should also report this to CAP through the squadron safety officer (Dan English).



*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.*