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

MONTHLY NEWS

"ReCAPping what you need to know … July 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. We had a decent showing and covered much in spite of the meeting being held the day before the holiday. This next squadron monthly meeting is scheduled tentatively for Wednesday, 7 August 2024 and will be conducted both in-person and via Zoom.

DATES & EVENTS TO REMEMBER

WHAT	*WHERE*	*WHEN*	*WHO*
WLE July ES / SAREX	*Kerrville Airport (KERV)*	*Throughout the month*	*ES-Qualified members*
Squadron Monthly Meeting	KERV Conference Rm + Zoom	Wednesday, 7 August 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 (Tom King for Roberta Himebrook, Diann and Gary Black)

Tom told those in attendance that our squadron passed the recent Subordinate Unit Inspection (SUI). An SUI is conducted by the Wing Inspector General and his team. Our previous SUI was in August of 2022. The next SUI for our squadron will be in June 2026. A number of squadron members holding staff positions contributed to the extensive preparations for this SUI: Diann and Gary Black, Roberta Himebrook, Dan English (with assistance and mentoring from John Dorie), Scott Purdy, Mike Price, Mark Del Toro, Tommy Hayes, Josh Taylor and John Murray. A big "Thank You" to each one of you; this has been a lot of work. And we're done for another two years!

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 1600l. 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 (Bob Hamm)



Tom King and Chris Spradley (San Antonio) flew N794CA down to Corpus Christi International Airport (KCRP) in support of the Counter Drug / Padre Island National Seashore (PINS) exercise Thursday, 6 June 2024. Bob Hamm, Tom King and Markl Del Toro flew the same mission 24 May. John Murray and Tom King will fly this mission 17 July and Bob Hamm and Gary Black will fly the mission on 26 July.

John Murray, Gary Black and Tommy Hayes flew a number of cadet O-flights last Saturday. Bob is working with Marquel McNeill to set up additional cadet orientation flights in July and August.

This month's SAREX exercise is a "Wing-Led Exercise" (WLE). The exercise is scheduled for Saturday, 27 July. Group V, and our squadron specifically, will host this exercise. George Otto has agreed to serve as exercise Incident Commander (IC); Bob and Tom are in the depths of planning for the exercise. We will set up and operate as an Incident Command Post (ICPO) at the Kerrville Airport (KERV) with aircraft and air crew from other squadrons coming to KERV to participate. We need additional staff to assist in running the exercise out of KERV. If you have an interest in doing so, please contact either Bob Hamm or Tom King.

AIRCRAFT MAINTENANCE (Tommy Hayes)

Tommy provided the following data concerning the squadron airplane (N794CA). The airplane was flown a total of 33.9 hours Hobbs / 29.0 hours tach during the month of April. The airplane has a total of 186.1 hours (Hobbs) for Fiscal Year 2024. Tommy discussed work being done to address problems with the panel as well as the TDFM radio. This work is being done at Fry Avionics (formerly Gulf Avionics) at the Kerrville airport.

COMMUNICATIONS (Scott Purdy)

Scott is working with Mark Del Toro to address problems with the radio antenna in the squadron van. Scott also mentioned that he will soon be up and running with CAP HF activities.

CADETS (Mark Del Toro)



The cadet squadron meets each Monday evening at the Ingram HS. The cadet squadron continues to be very active. One of the cadets , C/Amn August Sorbe, graduated from the June 2024 Summer Encampment at Camp Maxey, Powderly, Texas.

Scott Purdy and Isaac Real will be working on "Rockets" with the cadets. The cadets will be preparing and launching Estes rockets. These rockets consist of rocket kits, motors, parachutes and accessories and have been around since the 1960s. Generally speaking, most Estes model rockets are flown from large, open park grounds or school grounds such as the one at Ingram High School where our cadets have their monthly meetings and associated activities. (Your newsletter editor recalls flying Estes rockets as a kid … and losing many of them!) This activity will constitute a STEM exercise for the cadets.

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 "Night Landings".

Night landings have the same elements as daytime ones: traffic pattern, descent, roundout, and flare (see "Hops, Skips, and Jumps," p. 30). But in the dark, everything just seems different. Familiar visual cues disappear, illusions mess with your perceptions, familiar airports may be difficult to spot.



Even during the day, the size and slope of a runway may create illusions that the airplane is higher or lower than it actually is. At night, darkness may amplify those illusions by reducing the visual references available to orient yourself—and that lack of visual cues creates some illusions specific to night flight. When landing at night, use the VASI or PAPI and any available navaids to help you maintain a normal descent.

Airports may be simple to spot when they're surrounded by unlit terrain or water, but the lack of peripheral visual cues makes it difficult to orient oneself. The pilot may feel as if the aircraft is higher than it actually is, leading to a lower-than-normal approach. Bright runway and approach lights may make the runway appear closer, resulting in a higher approach. Areas with few lights on the ground may lead to a lower approach.

A pilot may perceive a narrow runway as farther away and fly a lower approach—or, conversely, come in too high to a wider than normal runway.

At nontowered airports, or after the tower is closed, lighting systems such as runway or approach lights may be controlled by keying the mic on a designated frequency—usually, but not always, on the common traffic advisory frequency. Check the chart supplement for the types of lighting, runways, and frequency used to activate the system. Keying the mic seven times in five seconds when you are near the airport ensures all controlled lights are on the maximum available intensity. Then, you can adjust the intensity by keying the mic three times for the lowest intensity or five times for medium intensity if the system has one. Activating pilot-controlled lighting systems turns them on for 15 minutes.

Trying to find that runway at night? Zoom in on your GPS, or load an approach to verify that you're lined up with the runway. Look for the airport's rotating beacon, and change the runway lighting intensity. All of these will help you verify you're pointed at the runway.

And do consider some night proficiency flights with a check pilot / CFII sitting right seat!

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.

HAPPY FOURTH OF JULY!

