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

# MONTHLY NEWS

"ReCAPping what you need to know … September 2024"

Maj THOMAS KING CAP
SQUADRON COMMANDER

Maj GEORGE OTTO CAP
ADVISOR TO THE COMMANDER

Lt Col 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. Tom welcomed guests John Lehman and David Farris both of whom are interested in joining CAP and our squadron. Diann Black will send a questionnaire out concerning details of the annual squadron Christmas dinner. This next squadron monthly meeting is scheduled for Wednesday, 2 October 2024 and will be conducted both in-person and via Zoom.

## DATES & EVENTS TO REMEMBER

| *WHAT* | *WHERE* | *WHEN* | *WHO* |
|---|---|---|---|
| September ES / SAREX | *Kerrville Airport (KERV)* | Throughout the month | ES-Qualified members |
| Squadron Monthly Meeting | KERV Conference Rm + Zoom | Wednesday, 2 October 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 (Gary Black; Tom King for Roberta Himebrook, Diann Black)

The CAP National Conference was held on 15-17 August at the Mariott River Center in San Antonio, TX. Several squadron members attended this event including Tom King, Scott Purdy, Isaac Real and John Dorie.

A number of squadron members (Gary and Diann Black, John Dorie, Scott Purdy, Harry Cook, Tom King, John Larson, Mark Del Toro Sarah Crusan and three cadets: Ethan Strebeck, Andrew Crusan and Jadan Moss) also attended the Emergency Preparedness Expo last Saturday, 31 August 2024 to help staff the CAP table. Bob Hamm and Mark Del Toro set up the table the day before the event and the table looked great. The Expo was held at the Happy State Bank Expo Hall on Hwy 27 from 0900 to 1600L. There were many people stopping by the table for information on CAP in general and our squadron in particular. The Expo represents a 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. The organizers of the Expo including Dub Thomas stopped by, saying that they would like for us to have a table at next year's Expo.

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

The airplane is again nearing an oil change, likely to be completed this month. Bob worked out a week-long swap of aircraft: N794CA for N592CP, the C172S NAVIII Nxi based at San Marcos (KHYI). We flew N592CP for over 10 hours Hobbs) during that week. The airplanes are now back at their home bases. Bob is working on another one of these aircraft swaps, this time with the C172S NAVIII Nxi based at the Stinson Airport (KSSF). These aircraft swaps are excellent opportunities to get flight time in aircraft we don't normally have easy access to. Please plan to take advantage of these opportunities. Bob and Tom were to participate (using N794CA) in the 166 AVN BGE ATC training to be held at the Martindale Army Airfield just NE of KSSF on 11 August but the exercise was cancelled due to problems with the Army's radar unit. We were told the exercise will be rescheduled. Tom and Gary Black will participate in the Counter Drug / Padre Island National Seashore (PINS) exercise Tuesday, 10 September 2024; Bob and John Murray will participate in this mission on Wednesday, 25 September. John Murray completed a CAP cadet orientation flight with one of our cadets. Bob and Marquel McNeill are working on cadet O-orientation flights for later in the month. Our aircraft had been scheduled for a Rated Preparatory Program (RPP) in Indiana from 5-22 September; use of our aircraft at that event was cancelled. Group V is planning a Flight Clinic to be held at the Georgetown Municipal Airport (KGTU) 13 – 15 September.

Tommy Hayes is now a Mission Pilot. Isaac Real completed his Mission Observer (MO) training and is currently working with Gary Black on his CAP pilot qualification ("on-boarding" program). John Larson recently completed the two required training sorties for Mission Scanner (MS) and will very soon have completed all requirements for MS. Congratulations to each of these individuals!

TXWG Director of Operations has sent out a memorandum about incidents resulting in damage to aircraft on the ground (*e.g.*, "hangar rash"). One of the potential issues noted was unsecured items in the baggage compartment of aircraft which in turbulence could damage the aircraft including the rear window. Please ensure during your preflight inspections that all items in the baggage compartment are secured using the cargo netting.

Bob also told the group about a "must-go-to" TXWG ES training materials site: https://txwg.cap.gov/about/directorates/do/dov/mission-training-resources. The site has materials related to MP, MO and MS training.

## AIRCRAFT MAINTENANCE (Tommy Hayes)

Tommy provided the following data concerning the squadron airplane (N794CA). The airplane was flown a total of 51.3 hours Hobbs / 43.3 hours tach during the month of August. The airplane has a total of 300.4 hours (Hobbs) for Fiscal Year 2024. The mid cycle oil change is due in 6 hours and will be

performed at Wolfe Aviation at KERV. The range function on MFD continues to malfunction intermittently. The plan is that the entire MFD will be replaced at Wolfe Aviation (KERV) in the very near future.

## COMMUNICATIONS (Scott Purdy)

The TDFM radio in the squadron airplane (N794CA) is now fully functional. Working with Scott, Bob Hamm and Tom King tested the radio on a flight nearly 100 miles south of KERV and reported great radio reception and transmission.

Scott discussed work that he and Mark have done on the squadron van's radio antenna (they will replace it). He also brought on of the new Motorola radios he has gotten from TXWG. He will soon be up and running with CAP HF activities.

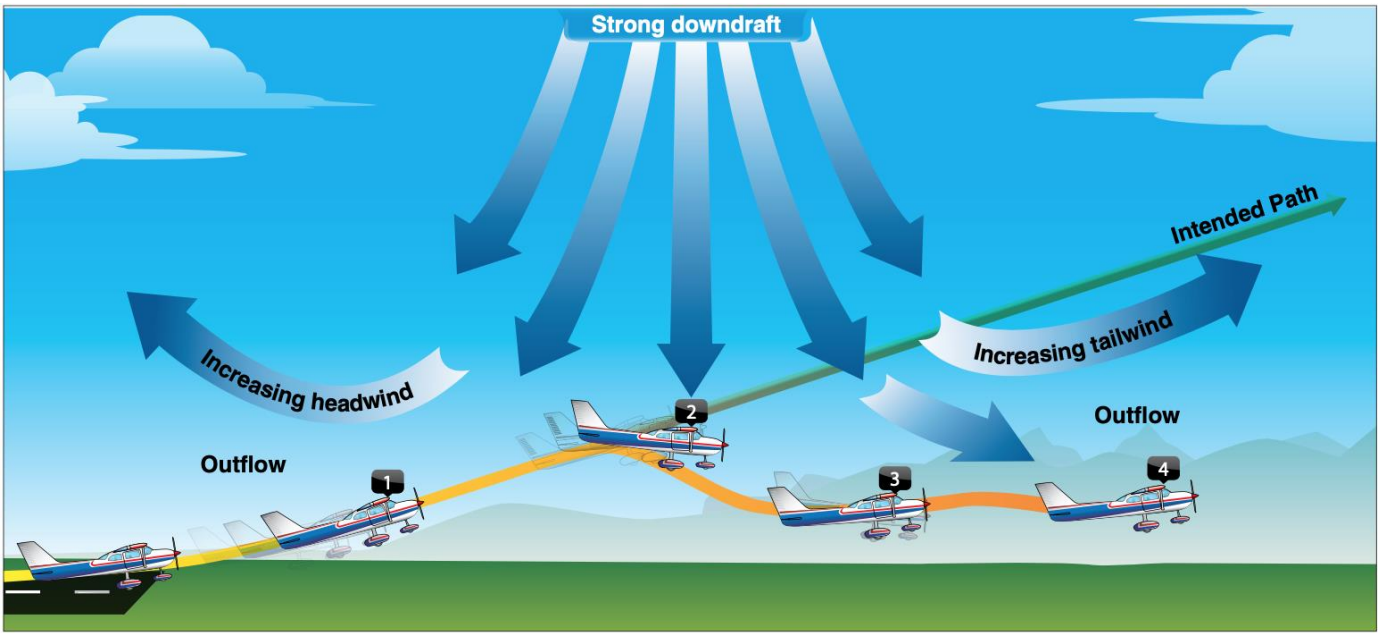
## CADETS (Scott Purdy for Mark Del Toro)

Scott Purdy and Isaac Real will be working with the cadets on "Cybersecurity" this month. 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 "Wind Shear".

Wind shear is defined as a wind direction and/or speed change over a vertical or horizontal distance. Wind shear could last for a few seconds or as long as 15 minutes. It is significant when it causes changes to an aircraft's headwind or tailwind such that the aircraft is abruptly displaced from its intended flight path and substantial control action is required to correct it. In worse cases, wind shear has caused the loss of aircraft including several notable




airliner examples (Delta Airlines Flight 191 in August 1985). These have been typically during take-off or landing, though wind shear can be experienced at any altitude.

Wind shear may be encountered almost anywhere. The most common encounters though are near thunderstorms or in gusty surface winds, typically after a frontal passage.

Thunderstorms can produce microburst wind shear. This can create a severe hazard for aircraft within 1,000 feet of the ground, particularly during the approach, landing and takeoff phases. You may encounter a headwind (performance increasing) followed by a downdraft and tailwind (both performance decreasing), possibly resulting in terrain impact.

Small, general aviation aircraft (e.g., N794CA) are much more prone to the effects of low-level wind shear than large commercial aircraft because their approach speeds are much closer to their stall speeds. So if you experience wind shear on final approach (or any low altitude) , what should you do? The exact recovery technique will differ depending upon aircraft type but generally, the first action is to immediately *apply full power and pitch for best angle of climb*. It's also not a bad idea to promptly report any wind shear encounter to ATC. This could benefit other pilots / aircraft using the same approach.

*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.*