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

MONTHLY NEWS

"ReCAPping what you need to know … January 2025"

Maj THOMAS KING CAP
SQUADRON COMMANDER

Maj GEORGE OTTO CAP
ADVISOR TO THE COMMANDER

LTC JOHN MURRAY CAP
DEPUTY SQUADRON COMMANDER

2nd Lt Sarah Crusan CAP
DEPUTY COMMANDER FOR CADETS

Maj Harry Cook CAPe
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. Congratulations to Isaac Real on passing his CAP Form 5 to become the squadron's newest CAP (VFR; C172 G1000 Nxi) pilot! Tom thanked Diann Black for her work in organizing an excellent squadron Christmas Dinner on 14 December 2024 at Billy Gene's Restaurant in Kerrville. The next squadron monthly meeting is scheduled for Wednesday, 5 February 2025 and will be conducted both in-person and via Zoom.

DATES & EVENTS TO REMEMBER

WHAT	*WHERE*	*WHEN*	*WHO*
January ES / SAREX	*Kerrville Airport (KERV)*	Throughout the month	ES-Qualified members
Squadron Monthly Meeting	KERV Conference Rm + Zoom	Wednesday, 5 February 2025	Squadron members and guests

For additional information on these activities, contact either Tom King (210-467-7678) or John Murray (830-285-3248).

ADMINISTRATION (John Murray, Tom King, Bob Hamm)

The annual Wreaths Across America ceremony was held on Saturday, 14 December 2024. The ceremony started promptly at 11:00 am and lasted approximately 25-30 minutes. This was a really beautiful ceremony that included the laying of Christmas wreaths on each of the graves at the VA cemetery just off Hwy 27 in Kerrville. The weather was excellent. The cadets provided support including an Honor Guard for the event. The event included a presentation provided by Jenn Sorbe and bugle/bag pipes played by Sergeant Eric Morgan. Kudos to Bill Wood, Bob Hamm and Mark Del Toro in organizing the event. Special thanks to Joe and Amy Kennedy for their unwavering support again this year. Isaac Real has agreed to serve as WAA Co-Location Coordinator next year.



Awards presented at the 2024 Squadron Christmas Dinner included Mark Del Toro for The Jack Jackson Senior Member of the Year and Scott Purdy, Bob Hamm and Tommy Hayes for Exceptional Members of the Year. Mark has been nominated for TXWG Senior Member of the Year; the squadron has been nominated for Squadron of the Year. Awards also included several Merit Awards and Certificates of Appreciation.

Roberta Himebrook is asking for any and all updates to your personnel files. The form you should return to Roberta with this information is attached to this newsletter.

Tom noted that he completes his four-year commitment as Squadron Commander this May; he will step down from the position in May 2025. If you are interested in being nominated for this position, please let Tom know. Your nomination will be forwarded to the Group V Commander Lt Col Don Jones who will decide on the next squadron commander.l

OPERATIONS/EMERGENCY SERVICES (Bob Hamm)

Bob arranged a temporary trade of aircraft: N271CA based at the Stinson airport (KSSF) for our airplane. This is one of the very new C172 NAVIII Nxi models. Most of us have flown this and the Nxi C172 based at San Marcos in the recent past. This was a yet again a great opportunity to get more flight time in this model. Thanks to Bob for setting these temporary trades up!

Bob asked for interest in a squadron-led SAREX to be conducted out of the Kerrville airport (KERV) on Saturday, 25 January. If you are interested in participating, please let Bob know.

George Otto will soon set up the first of presumably several planning sessions in-person and via Zoom for the annual Mountain Flight Clinic to be conducted in Alpine, Texas near the end of April.

Bob Hamm and Tom King flew down to Corpus Christi International (KCRP) to participate in the CD/PINS mission on 14 October 2024 but the next scheduled sorties on 9 December 2024 had to be cancelled due to very low ceilings along the coast most of that day. The CD/PINS mission continues

now into 2025; Tom and Bob are “reserve air crew” for the mission on 17 January 2025. If you are interested in getting involved in Counter Drug Missions, please contact Bob.

Bob and Mark Del Toro are working on cadet O-orientation flights for later in the month.

AIRCRAFT MAINTENANCE (Tommy Hayes)

Tommy provided the following data concerning the squadron airplane (N794CA). Our plane flew 14.5 Hobbs hours and 12.5 tach hours in December 2024. YTD Hobbs time is 47.9 and we are 1/4 of the way through the year. We have 35.5 tach hours till the next oil change. The plane is currently stuck in the shop with a software programming issue. There are currently 12 discrepancies on the airplane. When the software problem is addressed, the plane should be returned to service with closing of several discrepancies. Wolfe is working on an estimate to address most of the other discrepancies. Because of discrepancies on the standby attitude indicator and the vacuum system the plane is limited to VFR use only.

CADETS (Mark Del Toro)

Sarah Crusan is our new Deputy Commander for Cadets. She has jumped right in with the many activities (including Winter Encampment) of our cadets.

Scott Purdy and Isaac Real will lead an Aerospace Education evening with cadets on Monday, 20 January.

Winter Encampment South was held from 26 December to 2 January at Camp Bullis, San Antonio, TX. Mark said that six seniors and four cadets attended the encampment.

The cadets will host an Open House on Monday, 3 February from 6:00 – 8:00 pm at the Ingram HS cadet facility. A primary focus of the Open House is recruitment of both new cadets and senior members. Please consider coming to this Open House to represent our squadron! Your attendance at this event will be greatly appreciated!

SAFETY (John Dorie for Dan English)

John discussed the CAP-required “ORM and Safety Down Day”.

Operational risk management (ORM) is defined as a continual recurring process that includes risk assessment, risk decision making, and the implementation of risk controls, resulting in the acceptance, mitigation, or avoidance of risk. For a given mission, sortie or other CAP activity or event, what are the potential risks (e.g., damage or loss of CAP physical resources or injuries to CAP personnel)? Does potential benefit outweigh potential risk? Are their ways to mitigate risk without reducing benefit excessively? ORM helps in planning: Accept risk when benefits outweigh the cost. Accept no unnecessary risk. Anticipate and manage risk by planning. Make risk decisions in the right time at the right level. Do and debrief. (Take action and monitor for change.)

John also discussed recurring accidents, mishaps and incidents involving CAP resources: personnel, ground vehicles and aircraft. Within the Texas Wing (TXWG) fleet of operational aircraft, the most common recurring problems include 1. flat and damaged tires and 2. hangar rash. John discussed the role of improper landing technique for the former and improper ground movement of aircraft (e.g., not using multiple personnel to spot and move an airplane inside or outside a hangar.



John also discussed “safety significant occurrences” (SSO) throughout TXWG with comparisons to the other Wings within Southwest Region. Texas is one of the largest Wings nationally in CAP and the wing has experienced a significant number of incidents and mishaps, *e.g.*, hangar rash or other relatively minor damage to the airplane. Minor perhaps … but typically very expensive to fix!

The definition of hangar rash is essentially minor damage caused to an aircraft during the ground movement stages of operation, particularly damage sustained in and around movements in the immediate vicinity of a hangar. It’s not uncommon among aircraft in general aviation, including CAP. But it should not happen.

We (TX-442) have a decided advantage over many other squadrons in this regard: our airplane is handled while on the ground and in the hangar by Kerrville Aviation personnel. We are not allowed to move our airplane into or out of the hangar at KERV. But remember that our airplane may have been moved improperly while in the care of others at a different airport. Make sure your preflight inspection includes a careful inspection for the dings, dents, and other damage while away from KERV suffer from adverse handling while away from KERV. Carefully inspect the tires for evidence off abnormal wear from improper cross-wind take-offs and landings, excessive braking, etc. Remember that if you don’t identify such damage and take off in the airplane, you potentially could “own” that damage!

Let’s keep up the squadron’s excellent record of safe aircraft operations!

2025 CAP Personnel File Update for TX442

From Roberta Himebrook: TX422 Personnel Officer

A. View your Member Search Report in e-Services. You may view them at https://capnhq.gov by entering your ID # & password. (Select on left side under Administration "Member Search;" next screen after you get the member search put in your ID #; and click "Member Search Report") **Please check for updates such as Phone #, Cell #, Email address, Emergency contact info, etc.** If there are changes, please change at "My Account" or provide the changes to me at 1092 Martingale Trail, Bandera TX 78003 or HimebrookRL@totacc.com. Thanks

B. If you want an Award (Achievement, Commander Commendation, Distinguished, Exceptional or Meritorious Service, etc.) which you received listed in your Eservice records, go to eService, Award Recommendations, fill out the electronic 120 form; check historical in block 4, attach the documentation and submit.

C. If there have been changes in your Form 45 (Master Record) this year, please either

____1. Go to a blank Form 45 on line at https://capnhq.gov, update it & email me a copy.

___ 2. Send me the form below with data additions/changes for me to update your Form 45 on File.

D. **For changes to be posted, Sign, and return to me** at 1092 Martingale Trail, Bandera TX 78003 or HimebrookRL@totacc.com.

_____ Signature _____ Date

The following **new** data (that's data changed since last year) should be added to my Form 45. (Do not need to add data updated in Pilot Records) If you have not filled out a Form 45, follow step C. 1 and email me a copy.

Please add extra pages or write on back if needed.

1. Initial/Annual Aircrew Training & Evaluations: Date: _____Type:_____
2. FAA Info (**If Changed**): Medical date/Class _____License #_____Rating_____
3. Aircraft Owner (**if changed**): Make/Model _____Aircraft # N _____Fuel Cap: __Hr/ ___Gal
   Done a public presentation to Non CAP or Internal/External AE? Event _____Date_____
4. Changes in Home address, Military Service or Education:_____
   List any activity which includes SAREX's & Wreaths Across America:
   Name & Location _____Dates _____ Notes _____
   Name & Location _____Dates _____ Notes _____
   Name & Location _____Dates _____ Notes _____
   Name & Location _____Dates _____ Notes _____(Use back if needed)\