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

MONTHLY NEWS

"ReCAPping what you need to know … February 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. He welcomed guest Dalton Rice and son Rylan. His son is considering membership in the cadet squadron. Dalton is thinking about membership in the senior squadron. The next squadron monthly meeting is scheduled for Wednesday, 5 March 2025 and will be conducted both in-person and via Zoom.

DATES & EVENTS TO REMEMBER

WHAT	*WHERE*	*WHEN*	*WHO*
February ES / SAREX	*Kerrville Airport (KERV)*	Throughout the month	ES-Qualified members
Squadron Monthly Meeting	KERV Conference Rm + Zoom	Wednesday, 5 March 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, Mark Del Toro)

John Murray told last night's attendees that there has been one reimbursement to Josh Taylor for promotional materials (for $50.15) in January. No activity has yet occurred in February. As of 5 February 2025, the squadron bank account has a current balance of $6675.53.

Tom reminded everyone that the squadron has an Education Training Advisory Group, formed last fall, to assist members with navigating eServices and "professional development" (see the November 2024 Squadron newsletter). Members of this advisory group include Mark Del Toro, Scott Purdy, Isaac Real, Bill Wood and Roberta Himebrook. Roberta is also the squadron's Personnel Officer. Several of these individuals have become adept at navigating eServices in this regard and are happy to assist other members in doing so. Just reach out for assistance!

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 the next TX-442 Squadron Commander, you should email your nomination to the Group V Commander Lt Col Don Jones who will decide on the next squadron commander.

OPERATIONS/EMERGENCY SERVICES (Tom King for Bob Hamm)

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 back in the shop at Wolfe Avionics & Maintenance (KERV; see below). Until the magnetos-related problem is solved, the airplane will remain grounded.

Bob Hamm noted that we did conduct a squadron-led SAREX last Saturday. We were able to get significant training on the ground and to a limited extent, in the air, on Aerial Photography training. Thanks in large part to the training efforts of Bill Wood, one of the squadron's several AP-SETs. Tom King also conducted ground-based Mission Scanner training as well.

Whether we can participate in upcoming SAREXs and cadet O-orientation flights over the next several months is "up in the air" for now. We can certainly conduct additional ground-based training and we may be able to "borrow" aircraft from other squadrons for later in the month. So as Tommy said: "Stay tuned ….!"

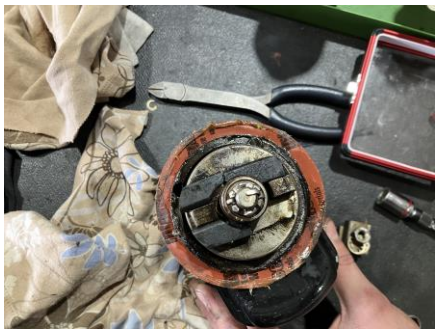
MOUNTAIN FLIGHT CLINIC (George Otto)

George Otto discussed the Mountain Flight Clinic (MFC) scheduled for this Spring in Alpine, Texas. The dates for the MFC are the weekend of 11-13 April 2025. This is a training exercise designed to give trainees the knowledge and experience to safely navigate high elevation terrain during SAR missions. George said that he is setting up a planning session on Monday 10 February from 1300-1400L at the Kerrville Airport FBO conference rom. The session will include Zoom attendance as well. The session will address staffing at the MFC. If you are interested in participating in this year's MFC, please try to attend this planning session. We can definitely use lots of staffing help!

AIRCRAFT MAINTENANCE (Tommy Hayes)

We have had a lot of difficulty starting N7945CA, including during the squadron-led SAREX last Saturday. In spite of having gotten two A&Ps from Wolfe Avionics & Maintenance to come to the FBO ramp. The airplane was towed back (it had just returned from the shop) to the repair shop. They fairly quickly determined the airplane had a bad magneto. This is from an email from Tommy Hayes, the squadron MX Officer a couple of days later:

"When Wolfe investigated our starting problem and removed the left mag to inspect, it they found a larger problem. The coupler bushing for the left mag on N794CA has failed and broken into at least 3 pieces. Three pieces were found by the mechanic. The remainder is assumed to have fallen into the accessory case. It is unknown if there is only one "big" piece or several smaller pieces inside the engine. The bushings start out life rubber like and are flexible. The left mag coupler pieces and the right mag coupler that is still intact have hardened and become brittle.
Tommy Hayes (Squadron MX Officer) has sent this information up the chain to CAP National for guidance. There is a good chance that some engine disassembly will be required at a minimum. The engine has about 205 hours until the 2000 hr TBO. (CAP mandates engine overhaul or replacement at TBO.) As close as the engine is to overhaul that may be the direction required. Bottom line: we're waiting on word from National (MX) on what they want to do. But we should assume for now that the airplane will be grounded for the foreseeable future.



CADETS (Mark Del Toro)

Deputy Commander for Cadets Sarah Crusan told those present that C/CMSgt Ethan Strebeck has completed all requirements for the very prestigious Mitchell Award. Requirements for achieving this award include 1. General advancement as a cadet, 2. Leadership, 3. Aerospace written exam, 4. fitness and 5. Encampment or equivalent graduate. Mitchell Award recipients are eligible to attend Cadet Officer School and the Civic Leadership Academy. If they choose to enlist in the Air Force, they may enter at the grade of E-3. The award is looked upon favorably by admissions staff at AFROTC and the USAF Academy. Mitchell Award recipients who become CAP senior members are eligible to enter at the grade of 2d Lt.

Scott Purdy and Isaac Real will lead an Aerospace Education evening with cadets on Monday, 17 February 2025.

Cadets and seniors hosted an Open House on Monday, 3 February from 6:00 – 8:00 pm at the Ingram HS cadet facility. Sarah said that approximately 75-80 non-CAP attendees participated in the Open House. The Open House began with cadet and senior presentations in the school auditorium, followed by opportunity for attendees to discuss various topics related to the missions of CAP at numerous tables set up in the school cafeteria. A primary focus of the Open House was recruitment of both new cadets and senior members. Ten young attendees indicated a strong interest in joining the cadet squadron and will come to one of the next Monday cadet meetings. The event was really well organized and the evening was a true success.

COMMUNICATIONS (Scott Purdy)

CAP uses a national network of High Frequency (HF) radios to communicate across the United States. CAP holds voice nets on multiple HF frequencies. Scott said that he continues to participate in the weekly (Monday and Tuesday evenings) HF radio networking.

SAFETY (Tom King for Dan English)

Tom presented the safety briefing prepared by Dan English entitled “Activating the ELT during an Inflight Emergency”.

If “armed” and when subject to crash-generated forces, ELTs are designed to automatically activate and continuously emit their respective signals, analog or digital. In an inflight emergency, you should consider manually activating the Emergency Locator Transmitter (ELT) as soon as possible after declaring an emergency to air traffic control, ideally while still in flight; this ensures that a distress signal is transmitted immediately if the aircraft is unable to land safely, aiding search and rescue efforts in the event of a crash.



- **When to activate:**

  Once you have taken immediate actions to manage the emergency (like establishing best glide, setting trim, identifying a landing area), declare an emergency on the radio, and then activate the ELT.

- **Manual activation:**

  Most modern ELTs can be manually activated by a dedicated switch in the cockpit, allowing you to initiate the distress signal even before a crash occurs. The ELT switch in N794CA is located to the far right on the panel (right of the Multifunction Display; see image above).

- **Communication with ATC:**

  After activating the ELT, inform air traffic control that you have done so.

- **False activation avoidance:**
  Only activate the ELT when a genuine emergency exists, as false alerts can hinder rescue operations.

ELTs are mounted aft in the airplane, and may be activated upon impact or manually using the remote switch and control panel indicator in the cockpit. Activation of the ELT triggers an audio alert, and 406-MHz ELTs transmit GPS position for search and rescue. If the ELT is accidentally activated or emergency clearly averted, cancel the false alert by calling the U. S. Air Force Rescue Coordination Center at 1.800.851.3051 or the nearest Federal Aviation Administration Air Traffic facility and provide the beacon’s hex ID.

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.