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

MONTHLY NEWS

"ReCAPping what you need to know … March 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. The next squadron monthly meeting is scheduled for Wednesday, 2 April 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, 2 April 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 have been two reimbursements ($110.94 and $55.22) in the last month and that the squadron account stands at $6,989.47.

Isaac Real has three very old squadron laptops to be eliminated from our inventory. He will request replacement laptops from TXWG.

OPERATIONS/EMERGENCY SERVICES (Bob Hamm)



Bob reported that using N271CA (KSSF-based), we managed to get 2 proficiency sorties completed (2.2 hours), a maintenance sortie (0.8 hours) and two check rides (F5 and F91; 2.2 hours for both) completed. So we can get flight hours but we're going have to scramble to get those hours.

Meaning that we'll want to "borrow" another squadron's assigned airplane. Bob Hamm noted that N592CP (C172S NAVIII Nxi) and N271CA (both C172S NAVIII Nxi) are soon to return to their home bases, KHYI and KSSF, respectively. N165CP (C182T NAVIII) and N9813L (C172P) may have engine overhauls in each's near future. So the number of aircraft within Group V that we could borrow is limited. The Group V Commander Don Jones has said that he will assist us in getting a loaner airplane or airplanes over the next few months.

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 ….!"

AIRCRAFT MAINTENANCE (Tommy Hayes)

Our plane flew 0 Hobbs hours and 0 tach hours in February 2025. Because the airplane has been grounded awaiting word on engine overhaul. YTD Hobbs time is 52.1. The airplane, minus its engine, is sitting in the Wolfe Avionics & Maintenance (KERV) shop. The engine has been shipped to Tulsa, OK for overhaul. We're not sure how long we'll wait for the overhaul to be completed and the airplane returned to service. But think months … and months.

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.

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. The next staff planning session is scheduled for Thursday, 13 February from 1300-1400L at the Kerrville Airport FBO conference room. 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! But you'll need to register and you'll need to register for a room at the Hampton Inn – Alpine (432-837-7344). The rooms are discount-priced for this exercise, under the name "Frank Eldridge".

CADETS (Sarah Crusan)

The cadet program meet weekly on Monday evenings. One of these monthly meetings will be devoted to Emergency Services training with emphasis on Ground Teams.

The cadets will travel to Corpus Christi, Texas to attend a US Navy Blue Angels air show on 10 May 2025. The cadets will also travel to I Fly at I-10 and 1604 in San Antonio. The latter is in early planning..

Deputy Commander for Cadets Sarah Crusan told those present that C/CMSgt Ethan Strebeck has completed all requirements for the very prestigious Mitchell Award. Presentation of this award as well as several Achievement Awards will be at the cadet meeting Monday, 10 March 2025. 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 (primary presenter) will lead an Aerospace Education evening with cadets on Monday, 17 February 2025.

SAFETY (Tom King for Dan English)

Tom presented the safety briefing entitled "OTC Medications and flight".



Both medical conditions and drugs (legal and illicit) can compromise a pilot's ability to control the aircraft and/or adversely affect judgment and decision making. Among over-the-counter (OTC) medications, the most common potentially impairing medications are antihistamines. These medications are used for allergies, colds, and even as sleep aids. All of these medications have a warning on the label that states "may cause drowsiness" or advises the user to "be careful when driving a motor vehicle or operating machinery." According to an NTSB study, sedating antihistamines are the most commonly detected medication in fatal accidents.

Antihistamines, decongestants and other OTC medications are very commonly used including by pilots. Often, we give little thought to the possible side effects of such medications; we simply want relief from the symptoms affecting us and possibly keeping us from flying. Many pilots are unaware that there are wait times after each use of sedating antihistamines. For cetirizine (Zyrtec®) and levocetirizine (Xyzal®), you should not fly for 48 hours after taking the last dose. For diphenhydramine or doxylamine, you should not fly for 60 hours after taking the last dose. For chlorpheniramine (found in Chlor-Trimeton) and clemastine (found in Tavist or Dayhist), you'll have a longer wait time of five days after the last dose. If you suffer from allergies, consider a non-sedating antihistamine instead, such as loratadine (Claritin®) or fexofenadine (Allegra). Claritin and Allegra do not have wait times (after the initial ground trial).

Some drugs can cause sedation as well as cognitive impairment. These include loperamide (an antidiarrheal medication) or dextromethorphan (a cough suppressant). Frequently, there are alternative options that are not impairing and are acceptable to the FAA (assuming that the underlying condition is safe for flying). Refer to the FAA WEB site: faa.gov/go/pilotmeds where you'll find a listing of acceptable vs unacceptable medications for pilots..

Supplements are another area of concern as they may also interact with OTC and prescription medications to cause impairment. It's important to note that even though supplements may have labels similar to OTC medications, they are not regulated by the FDA. Accordingly, they do not need to meet a specific standard. Their possible side effects may or may not be listed.

Consider the possible adverse consequences of a medication wearing off, leaving you the pilot with the original symptoms. Symptoms that could easily affect safety of flight.

Still unsure about what medications are safe to use when flying? Then check out the OTC medication guide at faa.gov/go/pilotmeds. This guide provides pilots with a list of commonly used OTC medications that are generally safe (GO) and those that are not (NO-GO). Even for medications acceptable for flying, you should always perform a ground trial of 48 hours after starting a new medication. Take a close look at the OTC guide because some medications pilots regard as equivalent may have very different impacts on safety.

And if, after reviewing the information on the above-mentioned FAA WEB site (or AOPA WEB site), you're still not sure if a particular medication is legal/safe, then contact your AME. Another great resource is the AOPA's medical WEB site and medical staff (https://www.aopa.org/go-fly/medical-resources/medications-database).