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

MONTHLY NEWS

"ReCAPping what you need to know … April 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, 7 May 2025 and will be conducted both in-person and via Zoom.

DATES & EVENTS TO REMEMBER

WHAT	*WHERE*	*WHEN*	*WHO*
May ES / SAREX	*Kerrville Airport (KERV) or others*	TBA; based on AC availability	ES-Qualified members
Squadron Monthly Meeting; C of C	KERV Conference Rm + Zoom	Wednesday, 7 May 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 the squadron bank account has $7,142.83 as of the end of February 2025. A deposit of $98.24 brought that to $7,241.07 in March. However, we approved $440 for new signage at the Cadet Meeting Building. After that expense, our account balance will be reduced to $6,801.07.

Tom said that the squadron (four-year) change of command will be held at next month's monthly squadron meeting. He has yet to hear who the next commander will be (decision made at Group and Wing levels). Tom also said that the squadron will need someone to take over doing the monthly squadron newsletter (template provided) and that the squadron will want to get a Zoom subscription if everyone favors continuing having these meetings in person and via Zoom.

Bob Hamm said that we were not able to renew the lease on the storage locker at the end of the west hangars at KERV. Joe Kennedy came through for us yet again with secure storage space at Wolfe Avionics. Mark Del Toro, Bob Hamm, Scott Purdy and the FBO desk have keys to this new storage room.

OPERATIONS/EMERGENCY SERVICES (Bob Hamm)

Bob reported that using N271CA (KSSF-based), we managed to get: 2.7 hrs MX; 5.0 hrs Onboarding; 2.6 hrs SAREX; 1.5 hrs Proficiency, for a total of 14.0 hrs in the last month. sortie completed for a total of 2.2 hours (Hobbs) during March. We can get USAF-funded flight hours on a restricted basis but can also get flight hours "on our own dimes". The charges for CAP C172 = $74/hour; that for CAP C182 = $88/hour.



And for now, we'll need to "borrow" another squadron's assigned airplane. Bob Hamm noted that N592CP (C172S NAVIII Nxi) and N271CA (both C172S NAVIII Nxi) have been returned to homes bases, KHYI and KSSF, respectively.N96821, a C182Q based at Georgetown Airport (KGTU) is also in service. 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.

Bob is working on getting N271CA from Stinson Municipal Airport (KSSF) to KERV for cadet orientation flights on Saturday, 16 April. We will also participate in cadet O-flights organized by TX-186 at the Stinson Municipal Airport (KSSF) on 26 April. Whether we can participate in upcoming SAREXs and additional cadet O-orientation flights over the next several months is "up in the air" for now. ES training (25-T-4789) has $4,239.19 as of 2 April. Though these funds may be restricted under the current funding conditions. We will offer to host Group V cadet O-flights out of the Kerrville Municipal Airport (KERV) sometime in June 2025.

Bob also noted new TXWG policy that all active pilots must stay current in TOLs. If a pilot loses currency, then that pilot must regain currency with a CFII onboard. In addition, funded proficiency flights will be limited to no more than one per quarter.

AIRCRAFT MAINTENANCE (Tommy Hayes)

Our plane flew 0 Hobbs hours and 0 tach hours in March 2025. Because the airplane has been grounded awaiting completion of engine overhaul (Tulsa, OK). 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. Scott is assembling "tactical call signs" for various individuals/positions within TX-442. Scott said that he continues to participate in the weekly (Monday and Tuesday evenings) HF radio networking.

MOUNTAIN FLIGHT CLINIC (Bob Hamm)

The 2025 Mountain Flight Clinic (MFC) was cancelled by TXWG at the end of last week due to lack of funding. The lack of funding is related to the reductions in federal funding across most federal agencies and programs. If you made a reservation within the CAP block of rooms at the Hampton Inn, your reservation has been cancelled.

CADETS (Sarah Crusan)

Sarah said that the cadet squadron now has 19 cadet members with another two individuals in the process of becoming members.

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 & 1604 later this summer.

Sarah Crusan told those present about various activities the cadets are participating in. She and Jenn Sorbe will attend a "Training Leaders of Cadets" (TLC) is the premiere program for Cadet Programs Officers to learn how to become better mentors of cadets and more effective managers of cadet squadrons. The 3-course program is a component of the Cadet Programs Officer Specialty Track.

Scott Purdy (together with Isaac Real) will lead an Aerospace Education evening with cadets on Monday evening, 19 April 2025. Scott will work with the cadets building Estes rockets which the cadets will launch at a following meeting.

SAFETY (Dan English)

Dan presented the safety briefing entitled "Carbon Monoxide".

Carbon monoxide (CO) is a byproduct of incomplete combustion, and in aircraft, it can enter the cabin through leaks in the exhaust system, heating systems, or even the engine firewall. CO poisoning is a serious risk in small airplanes, particularly those with piston engines, due to potential leaks in exhaust systems or heating systems that can allow the odorless, colorless gas into the cabin. Faulty exhaust systems, worn or defective parts (like slip joints, cracks, or gaskets), and inadequate sealing can all contribute to CO leaks. Some aircraft heaters route air over the exhaust manifold before it flows into the cabin, making them a potential source of CO if there are leaks in the manifold.



Forensic Detector (model #FD-CAR001

Carbon monoxide poisoning can lead to symptoms like headaches, dizziness, blurred vision, drowsiness, and even impaired decision-making or incapacitation. Exposure to high levels can be fatal within minutes.

Regular inspections of exhaust systems and heating/ventilation systems are crucial. Pilots should be vigilant for any signs of carbon monoxide poisoning, such as exhaust odor or symptoms among air crew. Using carbon monoxide detectors in the cockpit can help alert pilots to potential problems. CO levels of 0-9 ppm are considered normal and poses no health risk. CO becomes harmful to humans at levels above 35 ppm (parts per million) for prolonged exposure, and 100 ppm or higher can cause severe symptoms and even death. Levels of30-35 ppm can cause flu-like symptoms, especially in the young, the elderly and smokers. Levels of 100 ppm or higher can lead to severe symptoms like confusion, intense headaches, and potentially brain damage, coma, and death, especially at levels of 300-400+ ppm. Carbon monoxide detectors typically activate an alarm at 30-70 ppm (parts per million) of CO in the air, with the alarm sounding within a few minutes to an hour of sustained exposure, depending on the concentration.

The FAA declined to require detectors and instead recommended that general aviation airplane owners and operators install them on a voluntary basis. N794CA has a G1000-integrated CO monitor. The FAA also recommended exhaust system inspections and muffler replacements at intervals they believed would address equipment failures before they led to CO poisoning. The National Transportation Safety Board (NTSB) has recommended that carbon monoxide detectors be required in general aviation aircraft.

If you suspect carbon monoxide poisoning, open windows and vents, turn off the heater, and use supplemental oxygen if available. Land as soon as possible and seek medical attention. Have the aircraft inspected by a certified mechanic before continuing flight.