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

MONTHLY NEWS

"ReCAPping what you need to know … May 2025"

Maj THOMAS KING CAP
SQUADRON COMMANDER

Maj GEORGE OTTO CAP
ADVISOR TO THE COMMANDER

Lt Col JOHN MURRAY CAP
DEPUTY SQUADRON COMMANDER

1st 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. John Larson is our newest CAP-qualified pilot, having passed his CAP Form 5 check ride in April. CONGRATULATIONS, John!

I will step down after four years as Squadron Commander next Monday evening (see below). I want each and all of you, my fellow squadron mates, to know how much I have appreciated leading this squadron. We have an outstanding squadron and that's because of all of you! Thank you for all you do to make this a great squadron. Our next squadron monthly meeting is scheduled for Wednesday, 4 June 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, 4 June 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, Isaac Real, Tom King, Mark Del Toro)

John Murray told last night's attendees that the squadron bank account has $5371.13 as of the end of April 2025. Recent expenses include $78.38 for flight simulator software; $600.00 for annual hangar space rental at KERV; $322.17 for Hamm CAP expenses; $425.25 for refurbishment of signage at the cadet facility (Ingram HS); and $345.94 for Vanguard Cadet awards/insignia/van fuel reimbursement (Taylor).

Tom said that the squadron (four-year) change of command will be conducted at the next cadet squadron meeting, Monday, 12 May starting at 6:00 pm. The next squadron Commander is Mark Del Toro; CONGRATULATIONS, Mark! The last use of Zoom for our monthly squadron meetings will be for the June 2025 meeting. Afterwards, we will switch to MS Teams. Each month, you can expect to receive the meeting agenda and an MS Teams link if you need to attend the meeting virtually. Tom also said that the squadron is still looking for someone to take over doing the monthly squadron newsletter (template provided).

OPERATIONS/EMERGENCY SERVICES (Bob Hamm)



Bob reported that using N271CA (KSSF-based), we managed to get: 13.9 hours/ 15 sorties during April 2025. We can get USAF-funded flight hours on a restricted basis and only with Wing-level approval. But can also get flight hours "on our own dimes", *i.e.*, C Mission sorties. The charges for CAP C172 = $74/hour; that for CAP C182 = $88/hour. If you've rented a C172 or C182 recently, you know that these costs are super inexpensive and for a near new airplane in many cases.

For now, we'll need to "borrow" another squadron's assigned airplane. Bob Hamm has reserved N592CP (C172S NAVIII Nxi) for up to x5 cadet orientation flights on 27 May and SAREX sorties (x4) the following day. We have also agreed 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)

We are still expecting 3 or more months before N794CA is back and flying. When the engine was shipped from Kerrville to Tulsa, OK on 14 February, we were told to expect the overhaul would take a nominal "4 months." CAP National specifies the order of shipment for overhauled engines. There is no effort to return any particular engine to any particular airframe. It is unlikely that the engine that came off of N794CA will come back for reinstallation. There is one CAP engine to finish before ours but parts availability is the delaying factor. It is taking them 2-3 months to get engine cases inspected and repaired. On 28 April, we were informed that the engine shop estimated 2-3 months before they will finish the overhaul of the engine destined for N794CA.

COMMUNICATIONS (Scott Purdy)

CAP will use only digital, not analog, radio channels, e.g., CC1P rather than CC1.

CADETS (Sarah Crusan)

Sarah said that the cadet squadron now has 19 cadet members with another two individuals in the process of becoming members. Sarah said they are planning another Cadet Open House for 14 May 2025.

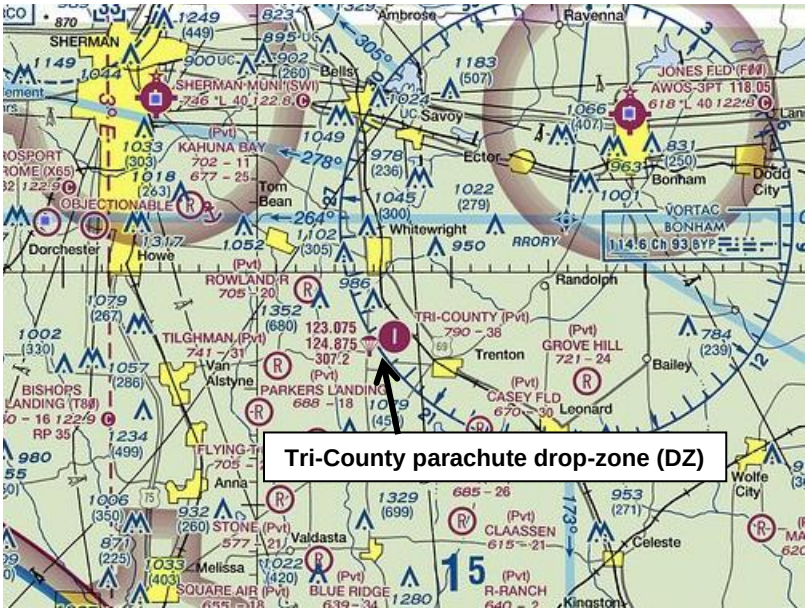
The cadets will travel to Corpus Christi, Texas to attend a US Navy Blue Angels air show this Saturday, 10 May 2025. The cadets will also travel to I Fly at I-10 & 1604 later this summer.

Isaac Real, Mark Del Toro, Bob Hamm and Tom King traveled to Stinson Municipal Airport (KSSF) where they met up with Chris Spradley (TX-187. That squadron has given our squadron most of a flight simulator. Mark has obtained MS Flight Simulator software. He and Isaac have assembled the simulator at the cadet facility. The simulator will be used for instruction of cadets prior to orientation flights as well as other instruction. The simulator is available to all members, cadets and seniors, of our squadron.

SAFETY (Tom King for Dan English)

Tom presented the safety briefing entitled “Skydivers and Aircraft Safety”.

Lt. Col. Phillip T Crawford, CAP, Director of Safety, Texas Wing recently sent an email to all TXWG squadrons about concerns that CAP aircraft had flown through areas of active parachute jumping activity without announcing their transition through the airspace. Though not illegal, transitioning without being aware of jumping activity can be risky.



The majority of jumpers are exit at 10,000 to 14,000 feet and deploy at 2500-4000 feet. They'll have 40-70 secs under freefall and 2-5 minutes under canopy. Your chances of hitting one under canopy are a lot higher than under free-fall. Canopies “usually” fly at about 20 kts and descend around 1000 fpm. If you see one jumper, expect to see more. Busy DZs running Caravans or Otters often drop 15-23 jumpers in a single load.

Usually, skydiving is associated with an airport, often an uncontrolled airport. The jump-plane pilot should be talking to ATC and CTAF frequency for that airport. If possible, monitor that CTAF if you're close to that airport. Use Flight Following and/or monitor ATC frequency for that area.

Check the sectional for areas you're flying over. This falls under FAR 91.103 (Preflight action - "All available information concerning that flight".) For example, Castroville Municipal Airport (KCVB) is often a site of parachute activity and is NOTAM’ed as such. Check NOTAMs! NOTAMs are typically one of the best places to look. NOTAMS published for jump activities include the location, altitudes, and time/duration of the jump. NOMAMS can also be found on ForeFlight Charts. Frequent parachute operations are depicted on sectional charts with a parachute icon. They're also sometimes listed in the airport remarks section of the Chart Supplement. Keep in mind, however, that just because there isn't an icon on the map, doesn't necessarily mean there aren't jump operations.

You do not necessarily need to avoid parachute jump areas entirely, but if you're flying through them, you should either be sure they're cold or listening to that airport's CTAF / on flight following.

“Castroville airport, skydiving jumping in 5 min, jumpers away“: if there's a jump in progress, definitely navigate around to stay very clear. Going in for fuel? How about a few extra minutes before joining the pattern? And extra vigilance going in? Active DZs should be published as NOTAMs. The latest version of Foreflight will use the NOTAM data to highlight them when they're hot. Surprisingly, jump operations are not always required to be NOTAM’ed. However, at non-towered fields, the nearest ATC facility must be notified at least 1 hour in advance but not more than 24 hours in advance. The operation must also have approval from airport management. As for the actual jump, ATC must be notified 5 minutes prior to drop. This is another reason why it's almost always a good idea to pick up VFR Flight Following from ATC when available.

Parachute jumps are not authorized into controlled airspace (Class B, C and D), except when they have permission and coordination from the controlling ATC agency. When operating in controlled airspace, jump pilots are required to communicate with ATC at least 5 minutes prior to jump operations. And of course, if you’re flying through a controlled airspace, then you too should be communicating with ATC. You can find a full list of regulations in 14 CFR 105.

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.