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

MONTHLY NEWS

"ReCAPping what you need to know … August 2024"

Maj THOMAS KING CAP
SQUADRON COMMANDER

Maj GEORGE OTTO CAP
ADVISOR TO THE COMMANDER

LTC JOHN MURRAY CAP
DEPUTY SQUADRON COMMANDER

1st Lt MARK DEL TORO CAP
DEPUTY COMMANDER FOR CADETS

Capt DIANN BLACK CAP
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. Tom welcomed guest Matt Christiansen and his son. Matt is thinking about joining CAP. This next squadron monthly meeting is scheduled for Wednesday, 4 September 2024 and will be conducted both in-person and via Zoom.

DATES & EVENTS TO REMEMBER

WHAT	*WHERE*	*WHEN*	*WHO*
August ES / SAREX	*Kerrville Airport (KERV)*	Throughout the month	ES-Qualified members
Emergency Preparedness Expo	Happy State Bank Expo Hall, Hwy 27	31 August 2024	Squadron members
Squadron Monthly Meeting	KERV Conference Rm + Zoom	Wednesday, 4 September 2024	Squadron members and guests

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

ADMINISTRATION (Tom King for Roberta Himebrook, Diann and Gary Black)

Kerr County is planning an Emergency Preparedness Expo for 31 August 2024. The Expo will be held at the Happy State Bank Expo Hall on Hwy 27 from 0900 to 1600l. We have been invited to participate (at no cost); this is a very good opportunity to showcase our value to emergency services in the city and county and to strengthen our relationship with the county's emergency management team. We will plan to set up a table with TX-442 poster and need as many squadron members to help out as possible at different times that day.

OPERATIONS/EMERGENCY SERVICES (Bob Hamm)





The squadron airplane spent most of last month in the Houston area (post-hurricane WALDO) and in Brownsville (Flight Academy). Very soon after return to KERV, the airplane went to Tac Aero for oil change and 100-hour inspection. Bob has requested that we be provided another Group V airplane when our airplane is being used for extended periods of time as it was last month. Bob and Tom will participate (using N794CA) in the 166 AVN BGE ATC training to be held at the Martindale Army Airfield just NE of KSSF on 11 August; John Murray and Christ Spradley (TX-187), on 10 August. Bob and Tom will participate in the Counter Drug / Padre Island National Seashore (PINS) exercise Monday, 19 August 2024. Bob and Marquel are working on cadet O-orientation flights for later in the month, possibly on the same day as the August SAREX (24 August). Bob told those present about aerial photography training on 24-25 August and 31 August – 1 September 2024 at KSSF. You can attend on either of those sets of dates.

Our aircraft has been scheduled for an RPP in Indiana from 5-22 September. Group V is planning a Flight Clinic to be held at the Georgetown Municipal Airport (KGTU) 13 – 15 September. (Note that our airplane will not be available for that clinic.)

Group V, and our squadron specifically, hosted the July 2024 Wing-Led Exercise (statewide SAREX) on Saturday, 27 July. The Incident Command Post (ICPO) was set up at the Kerrville Airport (KERV) with aircraft and air crew from other squadrons coming to KERV to participate. Both old and new FBO facilities were used (thank you, Joe Kennedy). George Otto served as Incident Commander (IC); Bob and Tom served as OSC and PSC, respectively, in planning the exercise. Ray Walden, Texas Wing ES Officer, attended in an observation role for the exercise. Numerous squadron members participated in various roles, including Gary and Diann Black, Iassac Real, Mark Del Toro, Harry Cook, Dan English, John Murray, John Dorie. Numerous members of other squadrons, notably TX-187 (Alamo Squadron), also participated as air crew and in ICP staff positions. Numerous air and ground sorties were completed. The exercise was very successful and included valuable training.

Bob also told the group about a "must-go-to" TXWG ES training materials site: https://txwg.cap.gov/about/directorates/do/dov/mission-training-resources. The site has materials related to MP, MO and MS training.

AIRCRAFT MAINTENANCE (Tommy Hayes)

Tommy provided the following data concerning the squadron airplane (N794CA). The airplane was flown a total of 63.0 hours Hobbs / 57.2 hours tach during the month of July. The airplane has a total of 249.8 hours (Hobbs) for Fiscal Year 2024. A midcycle oil change and 100-hour inspection was completed at Tac Aero. The airplane was also cleaned as part of the work done at Tac Aero. After a couple of check rides this week, the airplane goes to Avionics (formerly Gulf Avionics) at the Kerrville airport for work on the TDFM radio and the range function on the MFD.

COMMUNICATIONS (Scott Purdy)

Scott discussed work that he and Mark have done on the squadron van's radio antenna (they will replace it) and the EF Johnson radio that will be replaced with a Motorola radio. He will soon be up and running with CAP HF activities.

CADETS (Josh Taylor)

Scott Purdy and Isaac Real worked last month on "Rockets" with the cadets. The next AE night is Monday, 19 August; topic to be determined.

C/A1C August Sorbe (student) and C/CMS Ethan Strebeck (Mess Cadre) participated in the recent Summer Encampment. C/SSGT Owen Sorbe, C/CMS Ethan Strebeck, 1st LT Mark Del Toro, CAPT Erica Taylor and Capt Josh Taylor participated in the Group VI NCOS. Josh served as NCOS Commandant. Owen Sorbe was named Honor Cadet of Group VI NCOS. C/MAJ Nathan Halpin recently completed the AFJROTC Private Pilot course.

Winter Encampment North will be held from 31 December to 2 January at Sheppard AFB, Wichita, TX. O-flight pilots are needed. Winter Encampment South will be held concurrently at Lackland AFB. Senior staffers are needed for this activity. See Joah for additional details.

If you have any interest in participating on any of these cadet activities (or other cadet activities), please contact Mark Del Toro, Deputy Commander for Cadets. Your participation would be greatly appreciated!

SAFETY (Dan English)

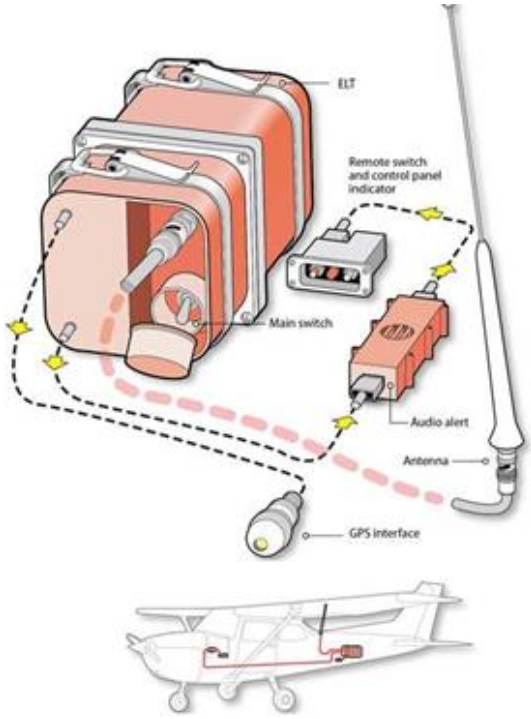
Dan discussed "Emergency Locator Transmitters (ELTs)".

If you have a problem and land off-airport, getting down safely is only the first order of business. "Aviate". Figure out where you can land the airplane most safely. "Navigate". Then tell the aviation world, including ATC, that you have an emergency, i.e., "Communicate". After getting back on the ground, being found becomes of paramount importance.

Aircraft are required (in most cases) to have an onboard Emergency Locator Transmitter (ELT). This battery-powered devise, usually located somewhere in the tail of the airplane, is activated when its accelerometers detect a strong impact, typically in excess of 5g, or by manual activation of a switch in the cockpit. Once the ELT is operational, its signals are received by the COSPAS-SAR-SAT satellites, which send the signals to the nearest emergency centers.

A suitably configured ELT is an integral component of the international satellite system for search and rescue (SAR) COSPAS-SARSAT (a satellite-based monitoring system that detects and locates emergency beacons). When activated as a result of high 'g' forces on impact or manually, an ELT transmits a distress signal which can be detected by non-geostationary satellites and then located precisely by either or both of GPS trilateration and doppler triangulation.

Emergency Locator Transmitters (ELTs) are required for most general aviation airplanes (14 CFR 91.52). Older ELTs used the frequency 121.5; newer ELTs utilize the 4-6 frequency. A few years ago, the satellites stopped collecting signals from 121.5 MHz units, meaning your only hope for rescue with an older ELT is if an overflying pilot or a nearby ATC facility hears the signal. Newer 406 MHz models activate much more reliably—more than 80 percent of the time—and send a signal that is much easier to pinpoint. If the unit is paired with the aircraft's GPS, your position can be determined even more exactly. And if properly registered, the signal can be linked to information about the pilot (e.g., name and contact telephone number) and aircraft.



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. You can determine if your ELT (or one nearby) has been activated by monitoring 121.5 on your com radio. If there is an activated ELT nearby, you should hear a 'WHOOP, WHOOP' sound in your headset.

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.