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

MONTHLY NEWS

"ReCAPping what you need to know … October 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

Open at this time
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 Jim McCloud via Zoom. Jim had been a member of the squadron until a couple of years ago when he decided to retire from CAP after 31 years of membership. Jim had been an active member of the squadron and participated in the MFC each year. Jim has decided to rejoin CAP and the squadron! Jim is an active pilot (CFII) and co-owns a Centurion. Welcome back, Jim! The next squadron monthly meeting is scheduled for Wednesday, 6 November 2024 and will be conducted both in-person and via Zoom.

DATES & EVENTS TO REMEMBER

WHAT	*WHERE*	*WHEN*	*WHO*
November ES / SAREX	*Kerrville Airport (KERV)*	Throughout the month	ES-Qualified members
Squadron Monthly Meeting	KERV Conference Rm + Zoom	Wednesday, 6 November 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 (John Murray, Tom King, Bob Hamm)

Though staying in the squadron, Diann Black is "stepping back" from CAP activities, at least for the foreseeable future. One of Diann's staff positions has been squadron Administration Officer. So we'll need a new Administration Officer. If you would like to do this, please contact Tom King or John Murray.

The annual Wreaths Across America ceremony is scheduled for Saturday, 14 December 2024. The ceremony starts promptly at 11:00 am and lasts approximately 25-30 minutes. This a really beautiful ceremony that includes the laying of Christmas wreaths on each of the graves at the VA cemetery just off Hwy 27 in Kerrville. We have enough wreaths for this year's event and we are waiting to hear back from H-E-B about their donation for next year. The cadets will provide support including an Honor Guard for the event.

Bob Hamm has acted as National WAA Co-location Coordinator as well as Squadron Local Coordinator. He's been doing both for several years and would like someone else to step in to be local coordinator after this year. If you think you'd be interested in doing so, please contact Bob.

Meanwhile … we have the one fund-raising event for Wreaths Across America coming up on 9 November: the VA Hospital Car Show. As we have in the past, we will set up a table representing our squadron and Wreaths Across America. If you can help with this – one to two hours that day would be great – please let Bob know.

Our annual Christmas dinner will be at Billy Jeans in Kerrville on Saturday, 14 December 2024 starting at 6:00 pm. Dress is casual; spouses are very welcome. Diann Black has organized the dinner for the past few years and the dinners have been excellent. We'd like to see as many of the squadron at this year's dinner as possible. The dinner starts with a very brief squadron meeting, including annual squadron awards. And then on to the dinner itself! Diann is coordinating the dinner and will send out more information (*e.g.*, a sign-up sheet0 in the next month or so.

OPERATIONS/EMERGENCY SERVICES (Bob Hamm)

The squadron airplane has approximately 30 hours until its next oil change. Bob has arranged a temporary trade of aircraft: N271CA based at the Stinson airport (KSSF) for our airplane. The aircraft switch with occur this Monday, 7 October. The switch back will occur Saturday, 19 October. While N271CP is at KERV, we need to fly the airplane as much as possible. This is one of the very new C172 NAVIII Nxi models. Most of us have flown this and the Nxi C172 based at San Marcos in the recent past. This is a yet again a great opportunity to get more flight time in this model. Thanks to Bob for setting these temporary trades up!



There is now CAP funding for fiscal year 2025 for all but a very few missions (*e.g.*, PINS and SAREX). That includes funding for Proficiency flights. As soon as new funding is announced for SAREXs, we'll start planning a squadron-led SAREX for this month. Stay tuned for additional information. Meanwhile, let's get out to KERV and get some flying done with the newly re-funded missions!

Gary Black and Tom King flew down to Corpus Christi International (KCRP) to participate in the CD/PINS mission. They had a very successful set of flights. And yes, it was very humid down along the coast. The CD/PINS mission for fiscal year 2025 has not yet been funded but we anticipate funding at any time in the next couple of weeks. Bob will be setting up air crews for the next series of CD/PINS flights scheduled for later this month and beyond.

Bob and Mark Del Toro are working on cadet O-orientation flights for later in the month.

AIRCRAFT MAINTENANCE (Tommy Hayes)

Tommy provided the following data concerning the squadron airplane (N794CA). The airplane was flown a total of 30.9 hours Hobbs / 26.5 hours tach during the month of September. The airplane has a total of 331.3 hours (Hobbs) for Fiscal Year 2024. Yes, you read that correctly and yes, that's a lotta flight hours! The next oil change is due in 30.3 flight hours. The airplane we will have in trade for our airplane will also be due an oil change in approximately 30 flight hours. That leaves plenty of flight time on each for the next couple of weeks. Rember that our airplane N794CA is starting to seep oil (old engine syndrome; there's about 250 hours until the next CAP-mandated engine overhaul). We want the oil level checked regularly and maintained at or above 6 quarts. The vacuum pump is inoperative but (per the KOEL), the airplane can be flown VFR. A new vacuum pump is on order. the range function on the MFD is also inoperative; that will be fixed in the near future as well.

COMMUNICATIONS (Scott Purdy)

The TDFM radio now works perfectly. Thanks Scott and Harry.

CADETS (Mark Del Toro)

Scott Purdy and Isaac Real will present "Cybersecurity, Part II" with the cadets later this month. Part I was a big success.

Winter Encampment South will be held from 26 December to 2 January at Camp Bullis, San Antonio, TX. Mark said that four seniors and five cadets plan to attend the encampment.

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 (John Dorie for Dan English)

John discussed "CAPSIS: Learning from the Past".

The CAPSafety Information System (or CAPSIS) is CAP's source of safety related tools and information. CAPSIS will launch on 28 Jun 2022. The system is how we manage safety information and communications within CAP's Safety Management System. Basically, CAPSIS is intended to coordinate and consolidate safety links and applications.

Members will be able to access the following from the CAPSIS menu: Safety Reporting, Regional Reporting Supplements, Safety Report Updates (including adding statements), Make Safety Suggestions, Manage Safety Reports, Safety Worksheets, Risk Assessments, Contributing and Causal Factor Analysis, CAPSIS Guides, Safety Regulations, Safety Pamphlets and Safety Education. CAPSIS documents incidents, mishaps and accidents involving damage to CAP property (e.g., aircraft and ground vehicles) as well as injuries to CAP personnel (*e.g.*, injuries to cadets at CAP=-sponsored activities such as encampments.



John discussed "safety significant occurrences" (SSO) throughout TXWG with comparisons to the other Wings within Southwest Region. Texas is one of the largest Wings nationally in CAP and the wing has experienced a significant number of incidents and mishaps, *e.g.*, hangar rash or other relatively minor damage to the airplane. Minor perhaps … but typically very expensive to fix!

The definition of hangar rash is essentially minor damage caused to an aircraft during the ground movement stages of operation, particularly damage sustained in and around movements in the immediate vicinity of a hangar. It's not uncommon among aircraft in general aviation, including CAP. But it should not happen.

We (TX-442) have a decided advantage over many other squadrons in this regard: our airplane is handled while on the ground and in the hangar by Kerrville Aviation personnel. We are not allowed to move our airplane into or out of the hangar at KERV. But remember that our airplane may have been moved improperly while in the care of others at a different airport. Make sure your preflight inspection includes a careful inspection for the dings, dents, and other damage while away from KERV suffer from adverse handling while away from KERV. Carefully inspect the tires for evidence off abnormal wear from improper cross-wind take-offs and landings, excessive braking, etc. Remember that if you don't identify such damage and take off in the airplane, you potentially could "own" that damage!

John noted that the more we fly, the better we get. Proficiency flights are an excellent way to keep up safe flight and handling of CAP aircraft. Our swapping aircraft with other squadron's is an excellent practice in helping maintain safe use of these aircraft. Take advantage of the upcoming swap: N794CA for N271CP.

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.