



**HEADQUARTERS  
CIVIL AIR PATROL VIRGINIA WING  
UNITED STATES AIR FORCE AUXILIARY**  
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**COMMANDERS PLEASE POST**

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**TO: ALL VIRGINIA WING SENIOR MEMBERS AND CADETS**

**FROM: HQ, VIRGINIA WING, Director of Administration, Jackie Graham**

**UNIT NEWSLETTER:** It is very important that you share this Newsletter with all Members of your Unit. Please review this material at your unit meeting and post a copy on your Bulletin Board so that it will be available to ALL members. (Members can't participate if you do not tell them about upcoming events). This Bulletin is posted on the Virginia Wing Website as a PDF document. **\*\*All reports are listed on the Virginia Paperless Wing Website. Please have your officers refer to the calendar for report dates.**

**1. SAFETY** – We are well into the bird-nesting season and we would like to add one more reminder about the importance of a good preflight inspection. The inspection will help avoid a big problem that could be caused by a bird nest in the wrong area of an airplane. Airplanes that have been parked for an extended period are not the only ones vulnerable; birds often have begun a nest during a few minutes time when pilots take a break.

The construction of certain airplanes can make an adequate preflight inspection for bird activity very difficult. Many of our airplanes have tight fitting cowlings that are difficult to adequately check. A flashlight and, perhaps, a mirror can be helpful.

It's important to take note of the signs of bird activity around the airplane as a first step to observing the possibility of nesting. If there are bird droppings on or near the engine cowling and tail section of the airplane, or on the ground below, a very careful inspection is particularly called for. The presence of even small pieces of grass or straw in cowling openings or openings near the tail of the airplane should cause suspicion, as well.

In a very short time, birds can deposit enough nest building material to catch fire in an engine compartment or cause a serious flight control restriction, either of which can result in an accident. Approach every flight for a few weeks under the assumption that a nest has been built, even if the aircraft is in a hangar.

Lynn Jensen, Director of Safety  
VA Wing, Civil Air Patrol

**2. STANDARDIZATION/EVALUATION** - VA has received its new C182T NAV III aircraft with glass cockpit. The aircraft is equipped with two flat-screen LCD displays that present the primary flight instruments, engine instruments, and a host of new resources in delightfully clear and colorful imagery. The G1000 cockpit is equipped with topographical information, terrain awareness information, a stormscope, a traffic information system, and (yet to be delivered) weather data uplink. This information

can be displayed on the moving map display driven by dual GPS units. Dual nav/coms with glide slope are also integral to the system. A King KAP 140 two axis autopilot with altitude pre-select is included.

N357CP (CPF4526) is currently based at Chesterfield and will be used there for check pilot and instructor training for the immediate future. Our priority is to equip check pilots and instructors as quickly as possible so they can in turn train others.

The CAP National Commander has mandated strict training guidelines G1000 equipped aircraft. I refer you to General Wheless' letter about G1000 training. ([https://ntc.cap.af.mil/ops/dot/G1000/pdf/G-1000\\_Wheless\\_letter\\_23Mar05.pdf](https://ntc.cap.af.mil/ops/dot/G1000/pdf/G-1000_Wheless_letter_23Mar05.pdf)) It specifies the type of training to be done. The excellent course that Eric Litt and I completed at the Cessna factory in Independence, Kansas, will be the basis for the training. As we begin to do the training, we will learn more about the actual amount of time required. Eric and I completed the VFR and Instrument check outs as well as the Cessna FITS Approved Instructor Course. We had over 20 hours of classroom work and flew between 7 and 8 hours each, plus, we observed from the back seat as the other pilot flew. It was a full five days. We do not want to water down this training experience, but rather to offer it in as complete a form as possible to VA Wing pilots.

We anticipate that those pilots wanting only VFR only privileges will require two days of training involving approximately 8 hours of ground school/simulator work, and 4 hours of flying.

Those who seek instrument privileges will have an additional day involving 3-4 hours more ground and 2 hours more instruction.

Those who plan to instruct should expect to invest a couple more days in training.

The transition into technically advanced aircraft is exciting, fun, challenging, and just plain hard work. We are using industry and FAA approved scenario based training so that pilots learn to use this equipment in real world flying. Correct use of sophisticated electronic instrumentation and automation is a vital part of developing single-pilot resource management.

Announcements concerning future training dates will be forthcoming. We will train as rapidly as we can, but we must all understand that this will take time. It is far better to take our time and do this correctly and safely than to rush and then wish we had done it differently.

Stay tuned for more information. The future is here.

Tim Brendle

**3. OPERATIONS** – VA 66-1 Supplement, dated 1 April 05 and associated attachments 1 and 3, also dated 1 April 05 are posted on the Paperless Web Page under Supplements Section. These define the revised maintenance procedures for all VAWG aircraft. A major change is authority for Unit CC's or Aircraft Custodial CC's to issue PO numbers has been recinded. All requests for PO numbers must go to Group CC's, Wing Maintenance Officers, Wing DO and Command Staff.

The following article is published by The Aviation Administration:

### **Washington DC Pilot Visual Warning System**

The Visual Warning System (VWS), anticipated operational date May 21, 2005, is designed to warn pilots who are violating the Air Defense Identification Zone (ADIZ) established by the Federal Aviation Administration (FAA) over Washington D.C. VWS is a ground-based system that uses safety-tested low-level beams of alternating green and red lights to alert pilots that they are flying without approval in

designated airspace. These visually conspicuous lights, distinct from other light signals currently used by FAA Air Traffic Control, are designed to provide a clear warning to pilots who enter the ADIZ without authorization and cannot be contacted on radio by Air Traffic control. The lights are so designed that illumination levels are eye-safe and non-hazardous at all ranges. Only aircraft that are unauthorized or unidentified and unresponsive would be visually warned. This visual warning is designed to prompt immediate action by the pilot to contact Air Traffic Control and exit the ADIZ. The FAA has issued a prominent Special Advisory Notice describing the lights and prescribing action. **Click on the following URL for a Visual Warning System Video, Fact Sheet, and Questions and Answers.**  
<http://aea.faa.gov/aea200/safety/laser.htm>

*The FAA, AMT's, Pilots and Saety all come together at faasafety.gov!*

**4. LOGISTICS --** Maj.Chris Whitehead, Wing LGT and Capt Robert Rickman, Commander, West Richmond Cadet Squadron, took possession of two 2005, 12 passenger, Chevrolet Express vans on 31 March 2005. The keys to the new vans were presented to Capt. Terry Gentile, Commander, Augusta Composite Squadron and SM George Bowman, Squadron Transportation Office for the Ft. Pickett Composite Squadron, on 15 April by Major Whitehead, Wing LGT and Lt Col Marcia Cramer, Wing Director of Personnel. The new vans are replacing high mileage 1988 model vehicles. The older vans will be officially retired effective 1 August 2005. Both of the older vans have a great deal of history associated with them. Van 45002 was recently assigned to the Augusta Squadron and, prior to that, at the Lonesome Pine Squadron. While assigned to Lonesome Pine this van saw service in several "Grand Slam" missions. Van 45015, most recently assigned to the Ft. Pickett Squadron, saw service in numerous units in Groups 2 & 3. Prior to being assigned to Virginia Wing it served the CAP National Commander. Both of these vehicles have over 100M miles on their odometers and van 45015 may have over 200M miles.