



**HEADQUARTERS
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY**
7401 Airfield Drive
Richmond, Virginia 23237-2250



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 – The annual focused safety program named “The 101 Critical Days of Summer” has been highlighted in several ways for the past few weeks. We are now in the time period of that focus, between the beginning of the Memorial Day and the end of the Labor Day holidays. It is worth reviewing from-time-to-time the focus of that effort.

Throughout the summer months, there is an increase in both CAP activities and personal leisure activities for CAP members. Many of the activities involve increased hazards and risk levels that can result in injury or illness. There is increased exposure during outings in vehicles, an increased contact with biting and stinging insects, increased exposure to adverse weather, including heat and thunderstorms, and the potential hazards that accompany other activities such as cookouts and boating.

Please review the June issue of The Sentinel. It contains a number of very informative articles or references to articles relevant to the summer safety focus, including the following subjects: the dangers of excessive sun exposure; speed facts to consider during the 101 Critical Days of Summer; coping with illness caused by summer heat; cookout safety; and United States Coast Guard boating safety tips. Leaders and all members must continually be aware of the hazards lurking near all activities, whether CAP or personal.

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

The following information regarding heat related illnesses was submitted by Monica Richardson, RN, Monica Richardson, RN, LtCol, CAP, Red Cross First Aid/CPR Instructor

HEAT CRAMPS - painful muscle spasms usually in the legs and abdomen. This is often the first sign that the body is having trouble with the heat.

Care: move to a cool shaded area; give cool water; lightly stretch the affected muscle; and DO NOT give salt tablets.

HEAT EXHAUSTION - a more severe condition than heat cramps. It is an early indication that the body's cooling system is becoming overwhelmed.

Symptoms include: cool, moist, pale, ashen or flushed skin; headache; nausea; dizziness; weakness; exhaustion.

Care: move to a cool shaded area; loosen or remove clothing; get into circulating air (ie. fanning), while applying water with a cloth or sponge; if conscious give small amounts of cool water; and if condition does not improve or worsens, get medical attention. Refusing water, vomiting and changes in consciousness means that the condition is getting worse.

HEAT STROKE - the least common but most severe heat emergency. It most often occurs when the signs of heat exhaustion are ignored. Heat stroke develops when the body systems are overwhelmed by the heat and begin to stop functioning. This is a life threatening condition.

Symptoms include: red, hot skin that can be dry or moist; changes in level of consciousness; high body temperature; rapid or weak pulse; rapid or shallow breathing.

Care: seek immediate medical aid. Give care until help arrives by following the care for heat exhaustion.

If heat related illnesses are recognized early, they can usually be reversed. Stay well hydrated. Don't wait until you are thirsty to drink water. Also, wear loose fitting clothing and head protection (hat). Enjoy the summer.

2. STANDARDIZATION/EVALUATION - G1000 TRAINING CONTINUES

We now have 7 VA Pilots who have completed Form 5 check rides in the new glass cockpit C182T Nav III aircraft. We are prioritizing training so that Check Pilots and CAP Instructors are the first pilots checked out. Mission Pilots will comprise the second tier.

G1000 training requires use of the FITS Syllabus for Technically Advanced Aircraft developed by Cessna and approved by the FAA. The training involves the use of real life scenarios so most training flights are a couple of hours in length and involve the use of the G1000 system on actual cross-country trips. This scenario focuses strongly on the use of all available systems such as the flight management features and autopilot to enhance single pilot resource management (SRM). Training is slower, but highly effective. Ground lessons are lengthy and require the use of the simulator and considerable advance preparation.

Only the two pilots who attended the Cessna Training program are currently authorized to instruct in the aircraft. That should change shortly as those check pilots who have completed their Form 5 complete additional training to gain instructor credentials for the glass cockpit.

Plans are also underway to develop Observer training so that air crews can be ready to use this resource on missions as soon as possible. The Stan/Eval Officer is keeping a list of those requesting training and will publish future training plans as soon as the first tier of training is completed.

At this time, National HQ requires that all Form 5 check rides in the C182T Nav III (glass cockpit) be give by check pilots who have attended the FITS training program at the factory. Therefore, Eric Litt or Tim Brendle must give all Form 5 Check rides for this aircraft.

Tim Brendle

3. OPERATIONS – The following summary is from Frank Haas describing his actions with 51X based at HEF reference the bird nest in the tail.

The Cherokee 150 I fly also had a similar problem with birds. The cowl plugs were secure but the bird moved the plug enough to get inside the engine and build a very large nest with the straw stuffed into

every part of the cylinders. Lucky for me the engine compartment was very easy to get to with both sides of the cowl opening up and on hinges.

A few years ago a seaplane with the engine high above the aircraft departed OKV only to have an engine fire on crosswind and the acft landed in a field causing extensive damage. The pilot did not check the engine for bird nests due to its location, which would have required a ladder.

20 May, 2005 Yesterday, I did drive up to Manassas and remove the bird in the tail cone. Also in the tail area under the stabilizer was a half-bushel of bird nesting material. This was a busy bird to gather all this stuff and crawl in the little opening just to build a nest. House building in nature at its best. No conflict was noted for the elevators. Complete freedom of the control rod for the elevator: The danger in this kind of situation is the weight in the tail of five or ten pounds of water soaked into the grass and other debris which could effect the weight and balance of the aircraft. This would be unknown to the pilot. This incident of grass in the tail cone may be the first, but probably not the last. I would suggest, since this is nest building season, that a tail cone inspection be done on all 182 aircraft. This could be a heads up to keep this in mind during the spring season. The 172 does not appear to have this kind of opening.
Frank Haas

4. LOGISTICS -- Due to organizational changes at my professional location I need to furnish each of you with a new fax number for submitting any maintenance requests. Until further notice you can fax maintenance estimates to 804-559-4661 or, if you have the capability, you can e-mail the estimate in Adobe PDF format only to me at lgt.va@vawg.cap.gov. Please, always call me to alert me of a fax so I can retrieve it in a timely manner. Due to this new procedure there will be a degradation in the level of support each of you are accustomed. I do apologize for this, but this is outside of my control. Until my organizational structure becomes stable I must use this new procedure. Thank you for your support.

Chris Whitehead, Maj, CAP
VA Wing/LGT

5. PUBLIC AFFAIRS – I hate to say it over and over, but I don't always get them.

Please ask everyone to make sure that they get their PAO reports to me by the 10th of the month and to send a copy of **ALL** news releases that have been published along with the dateline, and name of the newspaper. If something gets aired, please send me what station (radio or TV) and when and how many times it was aired. I have enclosed a copy of the PAO report form so you can make copies and have it on hand at wing.

6. CHAPLAIN – Attention all Chaplains, Moral Leadership Officers and Unit Commanders:

It's that time of year again when semi-annual reports are due for moral leadership activities by 5 July 2004. This report is to cover the period 1 January - 30 June 2005.

Let me remind you how this works:

1. CHAPLAINS AND MORAL LEADERSHIP OFFICERS: If you are a Chaplain or Moral Leadership Officer, you are required to report your activities on CAPF 34, even if you have no activity to report. If I do not receive a CAPF 34 from you, I will be calling you. Repeated failure to report could result in the loss of your appointment as a CAP Chaplain or MLO (*read the fine print in CAPR 265-1*). **Please ensure you are using the NEW FORMAT (an Excel spreadsheet) available for download from the NHQ website.**

2. CADET & COMPOSITE UNITS WITH NO CHAPLAIN OR MLO: If you are a unit commander of a Cadet or Composite unit, then you are required to report how you have accomplished the Moral Leadership component of your Cadet Program during this reporting period. Here is how this works:

(A) If you are NOT a Chaplain or MLO (as defined by CAPR 265-1), then DO NOT send me a CAPF 34.

(B) If there is any confusion about whether you are a Chaplain or MLO or not, if your listing in the NHQ CAPWATCH (not the VAWG Paperless Wing) system does not show you as a Chaplain or Moral Leadership Officer (displayed in RED, on the left side of the display just above the line), then you are not one. If you have been appointed by your unit commander to lead Moral Leadership in your unit in the absence of a Chaplain, Moral Leadership Officer or visiting clergy, then you are simply a senior member instructing this component of the Cadet Program, and you need to proceed to item (C) below.

(C) EMAIL the following information to me:

(1) Unit Name/Charter #.

(2) Unit Commander's name and contact information.

(3) Number of Moral Leadership Sessions held in the reporting period 1 January - 30 June 2005.

(4) Name of person(s) who led the Moral Leadership sessions.

(5) IF THIS PERSON IS VISITING CLERGY, I need FULL contact information on this person.

3. **DO NOT SEND YOUR REPORTS TO WING HQ.** Please email them directly to me at this email address. If you need to send something via surface mail, send it to: 113 W. Ocean Avenue, Norfolk, VA 23503-4315.

4. Note that the **reporting deadline is 5 July 05**. Please anticipate your holiday weekend plans and make the necessary adjustments to get this data to me on time. Units not complying will be referred to Group Commanders for follow-up. Units still not reporting will be referred to the Wing Commander for appropriate action.

This is the same methodology that we have been using for the last two years in VAWG. We've tried to simplify it as much as possible. Last reporting period I am pleased to report that we FINALLY achieved 100% reporting. *It was so much fun, let's do it again!*

Moral Leadership *is not an optional part* of the Cadet Program. If you have cadets, then you must provide Moral Leadership in order for them to legitimately be promoted.

Some closing reminders: If you use visiting clergy, you may only use them for 6 months, and they must be accompanied at all times by the unit commander or a designee. Also, you cannot appoint a Chaplain or MLO on a CAPF 2a--it is a process coordinated through the Wing Chaplain and NHQ CAP/HC. If you have questions about this, consult CAPR 265-1 or contact me.

I look forward to hearing from your units! **Last reporting period we achieved 100% reporting from all units** (even though some units did not have any activity to report). As always, feel free to contact me with questions or for clarification.

Cordially,

Ch. Edwards

7. AEROSPACE EDUCATION (AE)

We provided 57 Cadets and Seniors for Space Day Event sponsored by NASA and Lockheed Martin at the NASM Udvar Hazy Center on 5 May. Our duties started with escorting many of the 1800 students who attended the event. Cadets and Seniors then manned the Hovercraft Project assisting Ms Claudine Sayegh in handling the hundreds visitors who came to the display. As a highlight a number of us got to have lunch with Astronaut Bill Oefelein, the pilot of STS-116, which will follow the STS-114's return to flight this July. Bill had been a CAP Cadet in Alaska before going to College in Washington State. Both Claudine and Ms Judy Rice of National Headquarters sent letters thanking us for providing the support. Most of us put in over 12 hours that day but we were having so much fun we didn't seem to mind it.

At the MER Conference in April it was pointed out that the Fly a Teacher Program is not getting the response that is needed to keep funds from being lost due to inaction on our part. Major Frank Kalupa, Group 3 AEO is helping me in administering this program in northern Virginia but we need people in the other two Groups to go out and roundup the Aerospace Education Member (AEM)'s as well as CAP pilots to fly them. Any one wanting a list of AEM's in Virginia please let me know and I will forward you one. Of course there is nothing to stop you from going out and recruiting new AEM's. I can also send you the information packet for this purpose.

Remember you can still sign up for Aerospace Education Excellence (AEX) Award program any time within the year but it must be completed by 31 October. This is an excellent way to structure your AE program.

Group 1 will be participating in the Small Aircraft Transportation System (SATS) Demonstration at the Danville Airport, 5-7 June 2005. Cadets will be helping with the exhibits and are now being trained by National Aeronautics and Space Administration (NASA) employees for the event. Various dignitaries including the Governor of Virginia, representatives of the US Department of Transportation and NASA will be attending. Lt Col Eugene Jackson, Group One Commander is encouraging all Units within the Wing to come and participate. What a great opportunity for Virginia Wing and CAP to advertise its role in Aerospace Education. You can get more information on the event from visiting the web site at <http://www.sats2005.com/home.html>

I received 19 out of 29 1st Quarter AE reports as of 12 April. We can do much better than this and I hope this situation will improve. At the Middle East Region (MER) Conference this past weekend I found out that Virginia Wing's AE program is highly thought of by the MER Staff and NHQ. We however are nip and tuck with the North Carolina Wing in AE so we need to keep on performing.

A member of the Wing AE Staff would like to pay a visit to your unit this year. This may be conjunction with a Unit Inspection or as a Staff Assistance Visit. Please let Major Bert Jones or myself know when we can schedule something. We will probably need at least a month's notice. Lt Col David C. Scull, VAWG DAE, 7897 Wellington Drive, Warrenton, VA 21086, Ph: 540 349-9310, E-mail: kd4sv@arri.net. Major Albert L. Jones, VAWG Asst. Director for Internal AE, 370 Westview Lane, Heathsville, VA 22743 Ph: 804 580-5120, E-Mail: uptheriver@rivnet.net.