



**HEADQUARTERS
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY**
7401 Airfield Drive
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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. TRANSPORTATION –

July was a very busy month for the Virginia Wing vehicle fleet. The Wing Encampment concluded on the 2nd with the vehicles either returning to their home station or being staged elsewhere for the upcoming tasking for the National Cadet Competition (NCC). VA Wing furnished seven vehicles for the NCC and two for the National Flight Academy (NFA) at Ft. Pickett. Our vehicles performed flawlessly during the NCC and the NFA. Vehicles at Ft. Pickett were spared damage from a tornado that touched down there and damaged two VA Wing aircraft. We faced some challenges ensuring that our vehicles were in place at the Dulles Marriott for the NCC. Ingenuity played a key role in positioning two of our vehicles in NoVA. Lt Col Gene Jackson and 1Lt Dave Buslinger, from Group 1 transported two vans to the Dulles Marriott using three CAP vehicles. Lt Col Jackson drove the Expedition while towing the Martinsville van on a vehicle dolly and Lt Buslinger drove the Danville van. It was reported that the movement of these two vehicles occurred without incident, but it was a long day for the two drivers. They did this on 4 July. Other vehicles from across the Commonwealth were delivered on 5 July. Thanks go out to everyone that participated in this endeavor. Most of the vehicles were back at their home station by 18 July.

VA Wing had four cadets participate in the Hawk Mountain National Activity in Pennsylvania. Col Moseley authorized the use of CAP vehicles to transport the cadets to and from the activity with the cadets paying for the gas. Lt Col Warren Vest, VAWG/CS used the West Richmond 15 Pax van to attend the National Activity at Auburn University. July 2005, I feel, will be a landmark period for vehicle usage in the Wing. My thanks go out to everyone who supported all of these activities. We will have the opportunity next year to support the NCC again, so put it on your long-range calendar to volunteer to be a driver of one of our vehicles to the Dulles Marriott.

Chris Whitehead, Maj, CAP
VA Wing/LGT

2. OPERATIONS --

Due to a recent incident involving the VAWG glider, it is now Virginia Wings policy to prohibit exiting the runway with a glider unless traffic or safety factors make that prudent, and then only with wind conditions favorable to maintaining control during a turnoff. The turnoff maneuver should be considered as exceptional, and the pilot and Air Boss should be prepared to provide a statement to the Wing Commander describing why the maneuver was necessary.

At no time should a turnoff be attempted with the intent to roll out any further than just clear of the runway hold line.

One example for a standardized fast retrieval by the ground team involves the glider pilot coming to a stop on the runway, with the nose of the glider just short of the taxiway. The tow vehicle then drives onto the runway directly in front of the glider, drops off two ground handlers with the ground tow rope, and then drives forward turning 180 degrees to reposition in front of the glider going the other way. While the vehicle is making that turn, the ground handlers spread out the towrope, one going to the nose of the glider and connecting, and the other standing by to connect the other end to the tow vehicle. When the tow vehicle stops, the other handler makes the connection and gets in. The handler connecting the glider walks to the wing tip nearest the taxiway, and guides the glider off the runway as the tow vehicle takes up the slack. This should take only 60 seconds to accomplish safely.

Recently two VAWG Cessna 172's were damaged by high winds at Ft. Picket requiring extensive repairs resulting in a considerable amount of down time. The aircraft were assigned to Group 1, which was half of their fleet. Therefore, some aircraft adjustments will be required to insure the entire state is covered for all types of CAP requirements. The relocation decision will be made shortly.

3. AEROSPACE EDUCATION –

There has been some interest expressed for holding a Model Aircraft Contest at the next Wing Conference. I will sincerely try my best in getting this going. My first thought is to also include model rockets since so many units have constructed them in connection with the Model Rocketry program.

Major Frank Kalupa of the Winchester Squadron and I have been working with the Smithsonian Hazy Center at Dulles, Virginia on a two day AEM Workshop to be held later this month. This hopefully will serve as a model for other AEM Workshops to be held within the state. Frank has done a lot of work on setting it up but unfortunately he will be leaving for a two-year overseas assignment and will not be able to see the fruits of his labor. Frank has been an outstanding help to me in developing our external AE program over the past two years.

As I pointed out last month, we need to support the Fly a Teacher Program and recruit Aerospace Education Members (AEM). Remember that NHQ will pay for half of the AEM dues (\$17.50) if they become members by 1 September 2005.

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. Time may be a little short to complete this program so think about applying for it after 31 October.

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

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