



**HEADQUARTERS
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY**
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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** – Plans are proceeding for the specific safety focus activities to be accomplished through the remainder of the year. Hopefully, everyone has gotten significant information through the group and squadron commanders about the plans that are developing. There are two major tracks of safety emphasis that are developing, and they are, briefly, as follows:
 - The region commander is going to have a safety stand down, likely during the first half of November, due to all of the incidents that have occurred in MER this year; and
 - As the Wing commander stated in a message to the VAWG commanders a few weeks ago, “Finally, we are going to have a mandatory safety discussion at the wing conference. We will be seeking input in advance from you, the members of Virginia Wing, on what you would like to have discussed. Credit will also be given for questions from the floor. This will be a moderated discussion and open to all members and will be held during the general assembly in lieu of some of the speeches.”

Meanwhile, safety focus and activities should not begin and end with such formal activity. It must be an integral part of all we do, in and out of CAP. Please continue to approach personal and CAP safety in that manner.

2. **MAINTENANCE** – Maintenance Notes – September, 2005

Numerous events have taken place during the past several months that need your attention. A bird head was noticed in the tail of a C-182. Removing the tail cone revealed, not only a bird, but a half bushel of nesting material was found below the stabilizer. The tail cone should be removed on the 100 hour inspection and this sort of thing should be noted and removed; How about a freezing rain with the nesting

material, a departure on a cold clear day with ten pounds of ice with the nesting material? Exciting? Two months later nesting material was found in the tail cone of the same C-182.

- Tire pressures may be a bit high in the summer months; as the temperature drops in the fall and winter months so do the tire pressures. Some tires normally leak a pound or two in a month. CAPF 71 will be part of the hand-in and pressures are called out. When air is needed, make log notation of pressures found and serviced to.
- CAPF 71 also has an item to check the door hinges. The door hinge pin is a soft metal pin. This is a doozy to remove and a bigger doozy to install. To check the pin, open the door and see if any play is evident in the hinge. If so, make a log entry to replace at the next 100-hour inspection.
- Tie-down lines (ropes). These lines need to be 3000-pound test according to CAPF 66-1. Several months ago, two of our planes were victims of tornado winds. The tie-downs on the right wings failed, allowing the right wing to lift up to a point that allowed the left wing to come in contact with the ground. The repairs cost close to \$40,000.00. VAWG has a big roll of tie-down line(rope). If you are keeping an aircraft tied down on the ramp, you might inquire about getting forty feet of this line, Fifteen feet for the wings and ten feet for the tail. This line is difficult to untie after a month or so in the sun. Think about a 2T shackle tied to the line and connected to the ground anchor; it can be opened and removed when you move to a new location.
- Tire wear. The tires on the airplanes have a groove which goes around the circumference of the tire. We probably get 150 landings per tire. A good guess. When the groove is about 1/32 left, the tire should be changed. This groove helps prevent hydroplaning on a wet runway. You will probably note a few skid marks on the tire. Much has been said about the culprits that leave skid marks on the tire. If you do so, make a log entry. Note the location of the valve stem as a 2-clock position. If the skid mark goes below the groove, it will need changed. If tread cord is showing, replace before flight.
- Did you check the compass card before your last flight? If it was not there, or not readable, the airplane was not airworthy. The GPS and all the fancy electronics are of no value when confronted with electronic failure. If the numbers are readable, record these numbers in the last page of the electronics log book. Several airports have a compass rose. CJR and HEF come to mind. There are others. Make a log entry for correction on the next 50- or 100-hour inspection.
- Nose struts. This round shiny piece of metal slides up and down in the cylinder, which make up the nose strut. Fluid in the cylinder moves through an oriface and the purpose is to dampen the in and out movement of the shiny part to make touchdowns a little softer. Air on top of the fluid acts as a cushion when taxiing around. A hard nose touch-down can exceed the limits of the nose strut assembly; a broken engine mount or a bent firewall with the associated wrinkles in the fuselage front skin to let you know of the damage. Bad news. The shiny section of the strut should be about 2 21/2 inches. You need to know the shiny part needs a little lubrication to let it slide easily; without it, the seal will roll and tear as the strut moves up and down and leaks and as you might guess, a flat strut. On the monthly CAPF 71 check, a dampened cloth or kleenix with red hydraulic fluid (ONLY) will keep it clean and lubricated.

3. **HEALTH SERVICE** - You can prevent serious diseases by getting shots (immunizations). Shots are not just for children so they can go to school; adults need them also. Immunizations you may need include: M-M-R (measles-mumps-rubella); Tetanus-diphtheria every 10 years; Flu shot yearly after age 50 or sooner if at risk; Pneumonia, usually around age 65 and sooner if at risk; Hepatitis B, if at risk. For more information on what is recommended for you, check with your Health Care Provider.

As I begin my duties as Wing Health Service Officer, I request information from Commanders and members. The following information is requested: the name, unit and contact information on any Health Professional as listed in CAPR 160-1. Also, information on group and squadron

assigned Health Service Officers, and anyone who is certified to teach CPR/First Aid. Please email the information to: mgrichardson@iopener.net.

Monica Richardson, Lt Col, CAP
VA Wing/HSO

4. OPERATIONS – See how you do on the following quiz.

1. When is the following aircraft maintenance items required to be completed:
 - Transponder/Static Check
 - Corrosion Control
 - Corrosion Control near salt water
 - Wash
 - Wax
 - Hose and engine mount replacements
 - First Aid/Survival Kit
 - ELT Battery
 - 100 hour and flight restrictions if any
 - 50 hour oil change and flight restrictions
2. Is a 100-hour inspection the same as an Annual? If not, why not.
3. Is an aircraft airworthy without a compass card?
4. Where are aircraft log books required to be located in VAWG aircraft and why?
5. Can CAP aircraft be flown beyond the recommended TBO time and if so how many hours?
6. Which of these items must be confirmed by the PIC before flight?

Join us at the VAWG Conference on Nov 11-13 at Hampton, VA for the answers.

- 5. AEROSPACE EDUCATION** – With the departure of Major Frank Kalupa from the area I am in desperate need of one that would serve as Deputy Director of Aerospace Education for External Programs. Duties would include planning for AEM Workshops covering the Fly-a-Teacher Program coordinating joint activities with the Virginia Science Museum and the Smithsonian Udvar Hazy Center at Dulles airport. Anyone interested in this position please contact me as soon as possible.

I have noticed that many of the Units within Wing have AEO's that have departed from their assignments for one reason or another. Unit Commanders: please fill these key positions and notify Wing Headquarters via VA Form 4 of the new AEO's assigned.

It is time for planning the AE session at the Annual Wing Conference on 12 November 2005. Please send me your inputs for subjects you may want covered at the AE Session. I am still planning on holding a model aircraft/rocket contest at the Conference but so far have received the notice of only one entry. Please let me know if you plan to enter the contest and in what category.

It is also time for beginning to think about your Unit's AE Plan of Action (POA) for 2006. I will need your input in early December for the Wing POA submission to MER and NHQ in January.

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.